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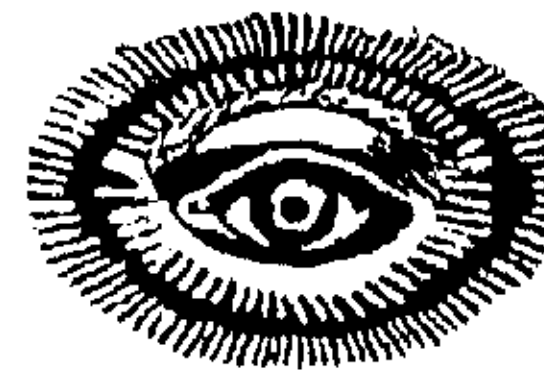
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HONG KONG, SUNDAY, AUGUST 4, 1929.

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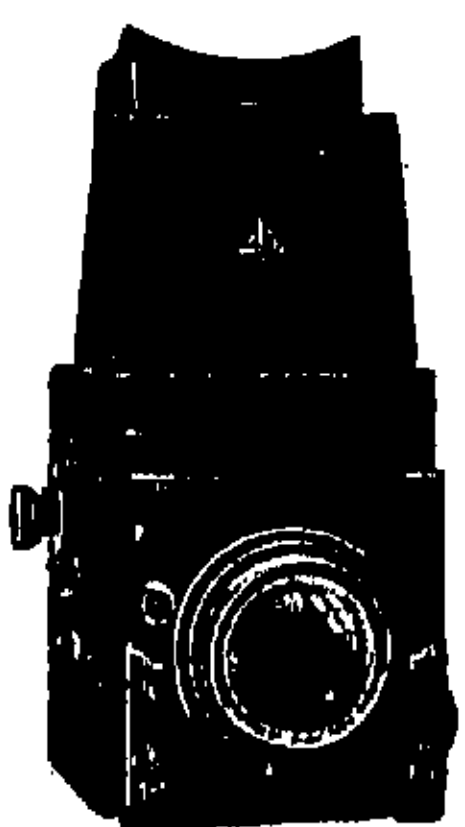
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POLITICAL EVENTS

LI CHAI-SUM'S "PARTIAL RELEASE"

BUT NOT A FREE AGENT YET

An Extremist Leader's Quiet Visit to Hong Kong

CHIANG KAI-SHEK AND THE SINO-SOVIET CRISIS

(FROM A POLITICAL CORRESPONDENT)

Li Chai-sum has been "released."

Marshal Li, as he then was, held the post of Commander-in-Chief in Kwangtung and Kwangsi and was Chairman of the Canton branch of the Central Political Council. Until he handed over to General Chan Ming-shu (the present incumbent) he was also Chairman of the Kwangtung Provincial Government. When the quarrel with the National Government broke out, Li Chai-sum was in Nanking attending a conference and he was placed by Marshal Chiang Kai-shek (President of the State Council) under detention in a house, but not in strict custody—in Tongshan, the health resort near Nanking.

Leaves Tongshan

According to a cable received by Li Chai-sum's friends, the order for his release (sanctioned recently) has been partly carried out. That is, he has been allowed to leave Tongshan and to go into Nanking.



Mr. Chan Kung-pok

are natives of Kwangsi. They were at various times in close association with Li Chai-sum and the latter's political colleagues. Lately the "new Kwangsi-ites" supported Chiang Kai-shek against Li Chai-sum and, hence, are in office. Having been appointed, they are commonly stated to have given displeasure. And there is always a possibility that they may be reconciled to Li Chai-sum.

Having nothing more in common than a feeling of opposition towards Chiang Kai-shek (who maintains his ascendancy by virtue of pleading that all must obey in the interest of unity), political groups hitherto at bitter enmity have been "getting together."

For instance, there has been talk of the Radicals returning from exile. This very virulent band of politicians is headed by Mr. Wang Ching-wai and Mr. Chan Kung-pok, who have been described as extremists, pinks, pro-Communists, and even Reds.

Mr. Wang is believed to be in Saigon or on his way there from Europe waiting for the opportunity to return. Mr. Chan, however, was actually in Hong Kong not so many days ago and is now living quietly in Macao.

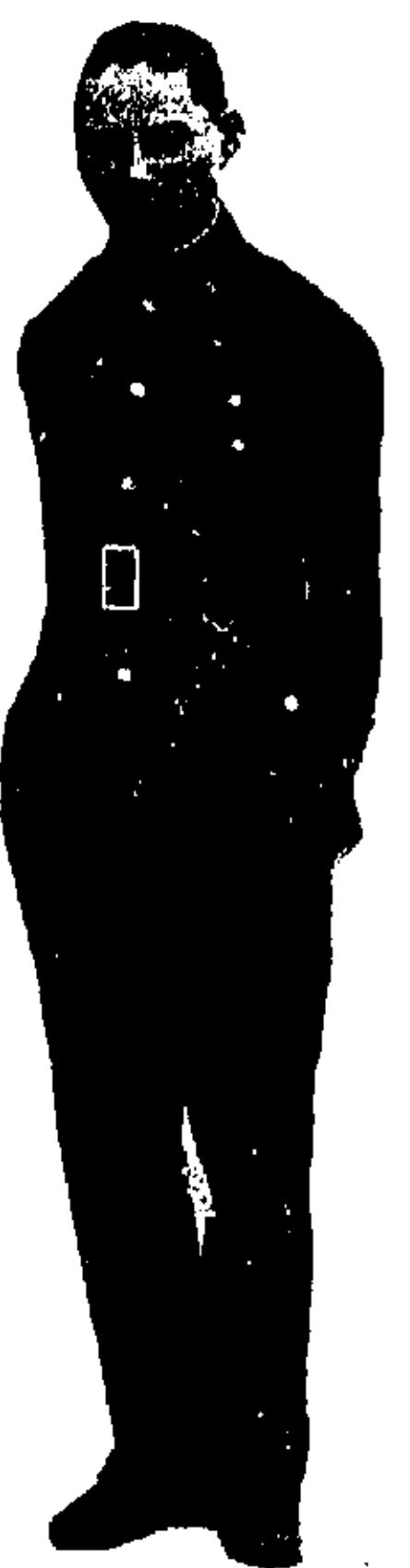
Chiang Kai-shek is known to have approved of the action taken by General Chang Hsueh-liang in Manchuria. General Chang seized the Chinese Eastern Railway and thereby provoked a quarrel with Russia. This "incident" suits Chiang Kai-shek's book in that public—and political—attention is diverted, at least temporarily, towards "showing a common front to the enemy," instead of being confined in the narrowing channel of hostility towards him.

General Cheung Wai-tseung, who made the first cross-country flight in China, arrived in Hong Kong on Friday from Nanking (via Shanghai) and left last night for Canton. He is head of the Aviation Corps of Kwangtung and, concurrently, has been directing aviation matters at National Headquarters in Nanking.

In Nanking, however, he was informed that Marshal Chiang desired him to remain for a while. In other words, Li Chai-sum is no longer a prisoner officially, but he is not a free agent yet. The "degree" of arrest has been modified but Li Chai-sum is not even on parole.

The motive behind Marshal Chiang Kai-shek's decision to restrain Li Chai-sum's movements dovetails with developments down south.

It is patent that Chiang Kai-shek is not altogether pleased with Mr. Yu Tsok-pak, General Li Ming-shui, and General Young Ting-fai, the leaders at the moment in Kwangsi who, like Li Chai-sum, are natives of Kwangsi.



General Cheung Wai-tseung, who has been called "the Chinese Lindbergh."

CHINA STATION

New Senior Officer On The Yangtze

REAR-ADMIRAL MACLEAN

London, Yesterday. Rear-Admiral MacLean is leaving for Shanghai by the P. & O. "Macedonia" from London on September 6. He will succeed Rear Admiral Tweedie as Rear-Admiral and Senior Naval Officer, Yangtze—Reuter.

[Rear-Admiral Colin Kenneth MacLean, C.B., C.V.O., D.S.O., reached his present rank on July 2, 1927, and was promoted Captain in 1916. Rear-Admiral Hugh Justin Tweedie, C.B., was appointed to the Yangtze River, which is a part of the China Station, on Aug. 10, 1927. He was promoted Captain in 1914 and reached flag rank on March 2, 1926. The Yangtze flag is flown in H.M.S. "Boe," a gunboat.]

"SUB." DISASTER

Commander of H47 Also Reprimanded

NAVAL COURT-MARTIAL

London, Yesterday. Lieut. Robert James Gardner, R.N., who was in command of H.M.'s submarine H47 has been tried by Court-Martial at Portsmouth in connection with the loss of the vessel. He was sentenced to be reprimanded.—Reuter.

[H.M.'s S/M L12 collided with H47 on July 9. Lt. Keen, officer on watch at the time on L12, was also tried by Court-Martial at Portsmouth. He was found guilty of negligence in not taking adequate steps to avoid H47. He was dismissed his ship and severely reprimanded.]

"MANTLE" OF EDISON

To Descend on the Son of a Bishop?

CHOICE FROM ALL-AMERICA

Ford and Lindbergh Assist in the Examination

New York, Yesterday. A 16 years old boy, Wilbur Huston, the son of an Episcopal Bishop, has won the scholarship offered by the world famous inventor, Mr. Thomas Edison, for the best answers to a questionnaire (set by Mr. Edison himself) by any American under-graduate.

Master Huston will now have a chance of becoming Mr. Edison's successor. He will undergo four years' training in the Massachusetts Institute of Technology at Mr. Edison's expense. Forty-nine boys, representing every State in the U.S.A. sat for the examination.

Mr. Edison assisted Mr. Stratton, the President of the Massachusetts Institute of Technology, in conducting the examination. Mr. Henry Ford (the motor magnate) and Colonel Lindbergh (the trans-Atlantic flyer) sat up all night examining the papers sent in.—Reuter's American Service.



Mr. Edison

TYPHOON NEWS

The American Consulate-General received at 1 p.m. yesterday the following cable from Manila:

August 3, 11 a.m. Typhoon in about 126 degrees Long. E. and 18 degrees Lat. N., direction unknown.

The Royal Observatory, Kowloon, reported at 5.45 p.m. yesterday:

A weak anticyclonic area is central to the south-east of Japan. A depression covers Tongking. There are indications of a typhoon forming between Luzon and the Ladrones.

BRITAIN & EGYPT

British Cabinet And The Draft Treaty

DETAILS LATER

London, Friday. The Cabinet has approved of points to be embodied in the Anglo-Egyptian draft treaty, details of which will be published as soon as possible.—Reuter.

Things That Matter

To-day's Diary

Tenth Sunday After Trinity. War declared between Great Britain and Germany, 1914. Golf: Happy Valley Summer meeting, Championship and Captain's Cup.

Lawn Bowls: Inter-departmental Competition, Prison v. Small Units.

Queen's Theatre: "Uncle Tom's Cabin."

World Theatre: "Out All Night."

Star Theatre: "Detective."

Majestic Theatre: "Silk Stockings."

Tea Dance: Repulse Bay Hotel, 4.30 p.m.

Tides:—High, 8.04 a.m. and 10.30 p.m.; Low, 1.22 a.m. and 3.37 p.m.

Home Mail

Homeward (via Marseilles), Tuesday, 6 p.m.

To-day's Weather: S.W. winds, moderate; fair to showery.

The Dollar

Yesterday's closing rate for the dollar on demand was: 1/11 3-16.

EAR SMASH

Chinese Owner-Driver Summoned

"COLLISION IMMINENT"

Story of Incident at Repulse Bay

The summons alleging negligent driving against Andrew Tse, on the Beach-road, at Repulse Bay, at 5.30 p.m., on July 13, was heard by Mr. E. W. Hamilton, at the Central Magistracy, yesterday.

Mr. M. K. Lo was for the defence, whilst the prosecution was undertaken by the Police Traffic Department.

The principal witness for the prosecution was Mr. A. S. MacKichan, of Messrs. Leigh and Orange. He said that on the evening in question he drove down Beach-road in his motor car, a Sunbeam Tourer. His Chinese driver was in charge of the car, and he (witness) sat in the back.

After passing under the bridge and when his car was at a bend on the left of the road, just below the garage, defendant's car suddenly appeared and the collision occurred. At that time his (witness's) car was well into the left side of the road.

Raining Heavily

Witness added that it was raining very heavily at the time, but his side-screens were not up, and there was a perfect vision in front of the car. As his car rounded the bend, he saw defendant's car, an Erskine Sedan, making straight for him, and he instantly knew that a collision was unavoidable.

Defendant's car was sufficiently over the middle line of the road to hit the left of his car. At the time of the collision his car could not have got any further into its left side of the road, and he estimated the speed it was travelling at from 12 to 14 miles per hour. He could not say at what speed the defendant's car was going, and did not care to give any estimate, but he understood that it was on second gear.

"Put on the Brakes"

As soon as he saw that a collision was imminent, witness told his driver to put on the brakes, and as his car stopped the other hit it on the off side crumpling up the off wing and doing considerable other damage, which included the breaking of the steering gear. The car was stopped dead at the impact, and the nose of the other car hit his car's bumper, a dent on which showed that it was hit at an angle. His car was pushed back by the impact which caused defendant's car to straighten and scrape past.

Magistrate's Queries

Replying to the Magistrate, Mr. MacKichan said there was plenty of room on his (witness's) right for an upward car to pass, as the road was wide, and he was well into his left side of the road. After the collision, defendant's car passed on carrying away the hub cap of his right front wheel and the running board. It eventually stopped about five yards behind, on its proper side of the road.

Answering other questions, Mr. MacKichan said that the width of the road was 20 feet. He did not know the exact breadth of his car from wing to wing, but would place it roughly at 6 feet 6 inches. Mr. Hamilton: You are not alleging that he was driving fast?—I can't say anything about his speed. I would rather not give an estimate.

Cross-Examination

Cross-examined by Mr. Lo, Mr. MacKichan said in reply to a question as to whether he was hugging his left side of the road when he said he had kept "well in": "My wheels were not in the gutter, if that's what you mean."

Mr. Lo suggested that correct car driving was to take what was called the "middle left."

Witness replied that some people like to do that, but he always kept well to the left, adding: "Particularly if it is a winding road it is safer to keep well on your own left."

Mr. Lo: Just before the collision you might have been on the "middle left"?—No, we were taking the bend then, so we were close to the left side, so much so that we couldn't have got closer.

The collision occurred in a matter of seconds?—Less than a second.

Then there was no time for you to observe the position of your car?—The witness hesitated.

Magistrate: I think what Mr. Lo means is that there was no

\$200,000 BAD NOTES

Foreign Counterfeiters Up-Country

MONEY CHANGERS DEFRAUDED

Forgeries Discovered When Sent to Hong Kong

A party of foreign tourists, consisting of three men and a woman, who claimed to be of Swiss nationality, arrived recently at Kowloon from Hong Kong and travelled by rail to Toishan, breaking the journey on the way at different cities. It is reported that en route they exchanged Hong Kong notes for Central Bank new and old notes, which they afterwards converted back to Hong Kong notes.

No suspicion was entertained by the money changers, seeing that the party were foreigners, but when the Hong Kong notes which they received from the foreigners were later sent to their agents in Hong Kong, the notes in question were found to be counterfeit.

The total amount of counterfeiters which the foreigners allegedly succeeded in passing on to unsuspecting money changers and merchants is said to be over \$200,000. The money changers have since telegraphed warning to their district agents.

Army of Kwangsi

The Kwangsi troops having been completely re-organized, the inspectors despatched by General Li Ming-shui to the different sectors in Kwangsi have reported to Provincial Headquarters.

According to these reports, it is said that the total number of the troops now re-organized is 18,000 and that the military equipment consists of 19,600 long and short rifles, 78 machine guns, 25 quick-firing rifles and 41 mountain guns.

Bullion for Central Bank

Since the Finance Minister, Mr. T. V. Soong, decided to maintain the credit of the local Central Bank, the Central Government Mint has remitted a large quantity of silver to Canton. As previously reported, the first lot of bullion amounted to 900,000 ounces; and the second lot of 3,000,000 ounces, according to a cabled despatch, it is expected to arrive on August 10 at Hong Kong. Mr. Chow Man-chor has sent a representative to Hong Kong to take delivery of the bullion.

French Tax on Silk

In view of the fact that the French authorities in Indo-China have raised the import duties on Chinese silks over 1,000%, and that the silk trade in Canton with the French Colony has suffered accordingly, the silk merchants have sent a petition to the Commissioner of Foreign Affairs for transmission to the Foreign Office in Nanking so that this question can be dealt with directly by the Government and the (French) Indo-China Government, with the object of securing a reduction in the duties in accordance with the spirit of the Treaty between Indo-China and China.—Canton News Agency.

time for you, just before the collision, to carry your eye to the side of the road and observe your position?

Mr. Lo: That's exactly what I mean.

Mr. MacKichan: I agree, and will allow that there might have been a foot or so to spare.

Mr. Lo: You hadn't time to look over the side?—No.

Fairly Experienced Driver

Replying to another question Mr. MacKichan said that he was a fairly experienced driver and had been driving for five years.

Mr. Lo: Is it not a fact that generally in driving there is more room on the road than one imagines?—Yes.

Mr. Hamilton: Your client might have been proceeding on that same theory at that time, Mr. Lo! (Laughter.)

Mr. Lo (to Mr. MacKichan): You don't suggest that he (defendant) was on absolutely the wrong side?—I say he was on my side of the road.

If a white line were drawn in the middle of the road, could you mark how far over that line defendant was?—No. There was no time to observe that. The accident happened so suddenly.

Witness added that if defendant had been well on his left side of the road, he (witness) would have seen defendant's car earlier on the bend than he actually did.

(Continued on page 20)

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Northants by 594 wickets. The result of all these variations in form is that Middlesex are at present leading, with Nottingham and Gloucestershire in a relatively better position. The recent displays of the opposition have been very impressive, the most especially for the bowling of Goddard, who was the first to take 100 wickets and the batting of Hammond. Lancashire were beaten in an innings by 100 runs, and Gloucestershire by 82 runs, Goddard taking 23 wickets in the two games. His success is all the more remarkable seeing that he did not play at all in the county cricket of 1927, when he took only 24 wickets over 455 runs each. Middlesex owe their position to a win over Somerset, but they had the worst of the Yorkshire match at Lords, where Rhodes played a fine innings of 145. Mention of this wonderful performance attracts attention to the fact that he has now taken 1,000 wickets in first-class cricket far surpassing 3,056 of J. T. Hearne and "W. G. Grace."

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Up Dn.	0	At Sheffield, Yorkshire drew
112	0	an England XI, the match
78	0	abandoned, on account of rain
67	0	fore the proper time for draw
25	0	stumps. Scores:—
0	11	Yorkshire 320 runs for 4 w
0	17	(A. T. Barber 100, Oldroyd 14
0	29	An England XI 55 runs
0	220	wickets.—Reuter,

LEAGUE TENNIS

Hong Kong C.C. Beat K.C.C.

M.R.K. OUST SAPPERS

"South China's" Easy Victory

Two matches in the "B" Division and one in the "C" Division completed the programme in the Lawn Tennis League yesterday.

The Hong Kong C.C., one of the teams in class, running for the "B" championship, defeated the Kowloon C.C. on the latter's ground, in spite of having started three sets due to the absence of two of their players.

The Milton Broom Kaisha accounted for the Royal Engineers and Royal Corps of Signals and, incidentally, ousted the Sappers from the third position in the table.

In the "C" division, the South China A.A. who, with the Chinese R.C. are strong favourites for the Shield, easily triumphed over the H.K.C.C.

"B" Division

KOWLOON C.C. v. H.K.C.C.

On the latter's ground, the Kowloon C.C. defeated the Hong Kong C.C. by three sets to one.

The Sappers, who played a good hand, were defeated by the Engineers, who took the other two sets, who took the other two sets.

The positions in the League, to date, are:

"A" Division

Team	P	W	L	Pos.
Hong Kong C.C.	7	7	0	1
Chinese R.C.	7	6	1	2
Kowloon C.C.	7	5	2	3
M.R.K.	7	4	3	4
South China A.A.	6	2	4	5
Club de Recreation	4	1	3	6
Craigengower C.C.	4	1	3	7
Indian R.C.	6	1	5	8
University	6	0	6	9

"B" Division

Team	P	W	L	Pos.
Craigengower C.C.	7	7	0	1
Hong Kong C.C.	6	6	0	2
Chinese R.C.	7	5	2	3
R.C. and R.S.	8	5	3	4
Y.M.C.A.	7	4	3	5
South China A.A.	6	3	3	6
University	6	3	3	7
Club de Recreation	8	3	5	8
Indian R.C.	7	2	5	9
Craigengower C.C.	9	1	8	10
R.C. and R.S.	7	0	7	11

"C" Division

Team	P	W	L	Pos.
Club de Recreation	6	6	0	1
South China A.A.	5	5	0	2
Chinese R.C.	6	5	1	3
Hong Kong C.C.	8	5	3	4
Civil Service C.C.	8	4	4	5
Indian R.C.	6	2	4	6
Craigengower C.C.	6	1	5	7
R.A.C.C.	7	1	6	8
R.C. and R.S.	6	0	6	9

"C" Division

SOUTH CHINA v. H.K.C.C.

At King's Park, the South China Athletic Association defeated the Hong Kong C.C. by eight sets to one.

The visitors were one pair short and forfeited three sets. Their presence, however, would not have made any difference to the result of the match, as the home team had, in any case, won five sets.

Scores:

Ng and Choy (S.C.A.A.) beat H. V. Parker and L. A. R. 6-2

beat C. H. Bradley and C. Blaker 6-4

beat H. V. Parker and L. A. R. 6-1

beat H. Bradley and C. Blaker 6-3

beat P. V. Parker and L. A. R. 6-0

beat C. H. Bradley and C. Blaker 3-6

LEAGUE TABLES

The positions in the League, to date, are:

"A" Division

Team	P	W	L	Pos.
Hong Kong C.C.	7	7	0	1
Chinese R.C.	7	6	1	2
Kowloon C.C.	7	5	2	3
M.R.K.	7	4	3	4
South China A.A.	6	2	4	5
Club de Recreation	4	1	3	6
Craigengower C.C.	4	1	3	7
Indian R.C.	6	1	5	8
University	6	0	6	9

"B" Division

Team	P	W	L	Pos.
Craigengower C.C.	7	7	0	1
Hong Kong C.C.	6	6	0	2
Chinese R.C.	7	5	2	3
R.C. and R.S.	8	5	3	4
Y.M.C.A.	7	4	3	5
South China A.A.	6	3	3	6
University	6	3	3	7
Club de Recreation	8	3	5	8
Indian R.C.	7	2	5	9
Craigengower C.C.	9	1	8	10
R.C. and R.S.	7	0	7	11

"C" Division

Team	P	W	L	Pos.
Club de Recreation	6	6	0	1
South China A.A.	5	5	0	2
Chinese R.C.	6	5	1	3
Hong Kong C.C.	8	5	3	4
Civil Service C.C.	8	4	4	5
Indian R.C.	6	2	4	6
Craigengower C.C.	6	1	5	7
R.A.C.C.	7	1	6	8
R.C. and R.S.	6	0	6	9

BILLIARDS

Steel Coulson Billiard League

A fine brilliant play was witnessed by the players, last night, by members of the various Clubs and Institutions, competing for the Steel Coulson Billiard Cup. The results of the matches played last Tuesday and Friday evening are as follows:

TUESDAY EVENING

H.K. Police

Bradwell	150
Blakey	150
Ellis	150
Pike	85
Sherry	136
Fender	150
Total	821

Somerset Sergts.

Leigh	130
O'Hare	49
Wisher	84
Jackman	150
Trickey	150
Stacey	144
Total	707

St. Patrick's

Remedios	150
F. M. Da Cruz	150
S. M. Da Cruz	150
Barros	139
Vas	103
Baptista	150
Total	842

R.E. Sergts.

Pyeck	144
Revan	94
Maynard	104
Butler	150
Royal	150
Penchev	145
Total	787

Craigengower C.C.

Ribeiro	150
Zimmer	98
Kitchell	150
Scarlo	84
Spry	119
Dean	150
Total	746

Chief & P.O.'s

Fairburn	108
Mitch	150
Beat	134
Scarlo	84
Spry	119
Dean	150
Total	746

Buffalo Club

Howells	183
Dowman	150
Lacey	150
Brimblecombe	150
Goldenberg	79
Karshaw	150
Total	812

R.A. Sergts.

Leach	150
Goodlace	81
Bacon	68
Fisher	115
Scoular	150
Hill	94
Total	668

H.K. Police Res.

Leung	135
Mow Fung	150
Sinn	150
Kwok	150
Cheah	150
Wong	110
Total	845

K.O.S.B. Sergts.

Bell	150
Dodds	121
McGlenchey	69
Yardley	59
Barham	128
Skiggs	150
Total	677

FRIDAY EVENING

Somerset Sergts.

O'Hare	112
Leigh	150
Wisher	74
Trickey	150
Jackman	111
Stacey	150
Total	750

H.K. Police

Pike	150
Blakey	97
Fender	150
Ellis	77
Bradwell	150
Sherry	138
Total	762

R.E. Sergts.

Butler	61
Penchev	79
Maynard	150
Revan	150
Royal	150
Pyeck	135
Total	725

St. Patrick's

Barros	150
Baptista	150
S. M. Cruz	148
Remedios	127
Vas	140
F. M. Cruz	150
Total	865

Chief & P.O.'s

Mitch	145
Spry	150
Fairburn	96
Smith	150
Hamblin	137
Burn	111
Total	789

Craigengower C.C.

Razack	150
Ribeiro	69
Kitchell	150
Medina	102
Zimmer	150
Kew	150
Total	771

R.A. Sergts.

Hill	118
Blyth	85
Goodlace	61
Fisher	150
Bacon	77
Worne	130
Total	621

Buffalo Club

Earnshaw	150
Brimblecombe	150
Lacey	150
Howells	148
Dowman	150
Goldenberg	150
Total	898

K.O.S.B. Sergts.

McGlenchey	151
Skiggs	84
Barham	44
Bell	132
Yardley	150
Dodds	150
Total	710

H.K. Police Res.

Cheah	137
Kwok	150
Sinn	150
Leung	150
Wong	79
Mow Fung	106
Total	772

The highest break for the week was one of 87 made by Mr. S. M. Da Cruz of St. Patrick's Club.

BOXING

Mandell Retains The Lightweight Title

Chicago, Yesterday.

Sammy Mandell has retained the World's lightweight title by defeating Tony Canzoneri in a 10-round contest.—Reuter's American Service.

WATER SHORTAGE

Evidence of What We Have Experienced

CRISIS REVIEWED

Based on a report by Mr. Chadwick in 1902, the report of the Water Authority for the last rain year (Hong Kong Island) contains some interesting matter.

The "rain year" begins in May (when the normal rainy season sets in) and ends, of course, with April. The rain year May, 1928, to April, 1929, as has been stated in the "China Mail," produced a record minimum rainfall, the total being 59,975 inches.

The largest quantity of water impounded in the reservoirs on the 1st of any month in the rain year under review was 2,811 million gallons on August 1, 1928. The smallest, in view of the prolonged drought, would necessarily be on April 1, 1929, 467 million gallons, after which date the crisis became worse.

Worse and Worse

In August, 1928, 326 million gallons of filtered water were consumed. In April, 1929, consumption for the month amounted to only 160 million gallons.

The grand total consumed in the rain year was 2,835 million gallons. In the whole of May, 1928, there was an intermittent supply in all rider main districts. In June and practically the first half of July there was a constant supply. This was because 32½ of the year's 60 inches of rain fell in May and June. July was abnormally "dry." So that an intermittent supply was put on in the middle of July for the west of the city. Another 13 inches of rain fell in August and on August 8 a full supply was available again. But on September 11, moderate restrictions came into force again and, on November 1, recourse was had to street fountains, the rationing becoming worse and worse until the recent rainfall.

Last Eight Months

From February 1, 1929, assistance from the Taikoo Sugar Refinery's reservoir was accepted. As from March 21, 1929, water had to be brought across to the Island from the mainland.

What Hong Kong has been through is revealed in the rainfall for the last eight months of the rain year (September 1928 to April, 1929). This amounted to less than 9 inches!

The estimated population for Hong Kong Island for the whole year is given as 427,400 but general opinion is that this is much below the real figure. The consumption per head per day for the whole year was 17.9 gallons, including trade supply.

"WINNIES" TRIP

Takes A Holiday To Canada

London, Yesterday.

Mr. Winston Churchill, accompanied by his son and daughter, have left for Canada on a holiday.—Reuter.



panied by his son and daughter, have left for Canada on a holiday.—Reuter.

10 MILLION MARK

Surplus Revenue in Hand in Hong Kong

COMPARATIVE STATISTICS

On March 31, 1929, the Colony's balances stood at just over the ten million mark.

The Treasury's income in that month was \$2,057,806.18. Expenditure amounted to \$1,610,707.88, leaving a surplus (with balance carried forward) of \$1,030,441.24.

The total revenue for the first three months of this year is \$6,003,858.45, which is higher than the \$5,790,255.03 for the same period in 1928. Land sales have gone up and there are general increases under other heads, but miscellaneous receipts have gone down.

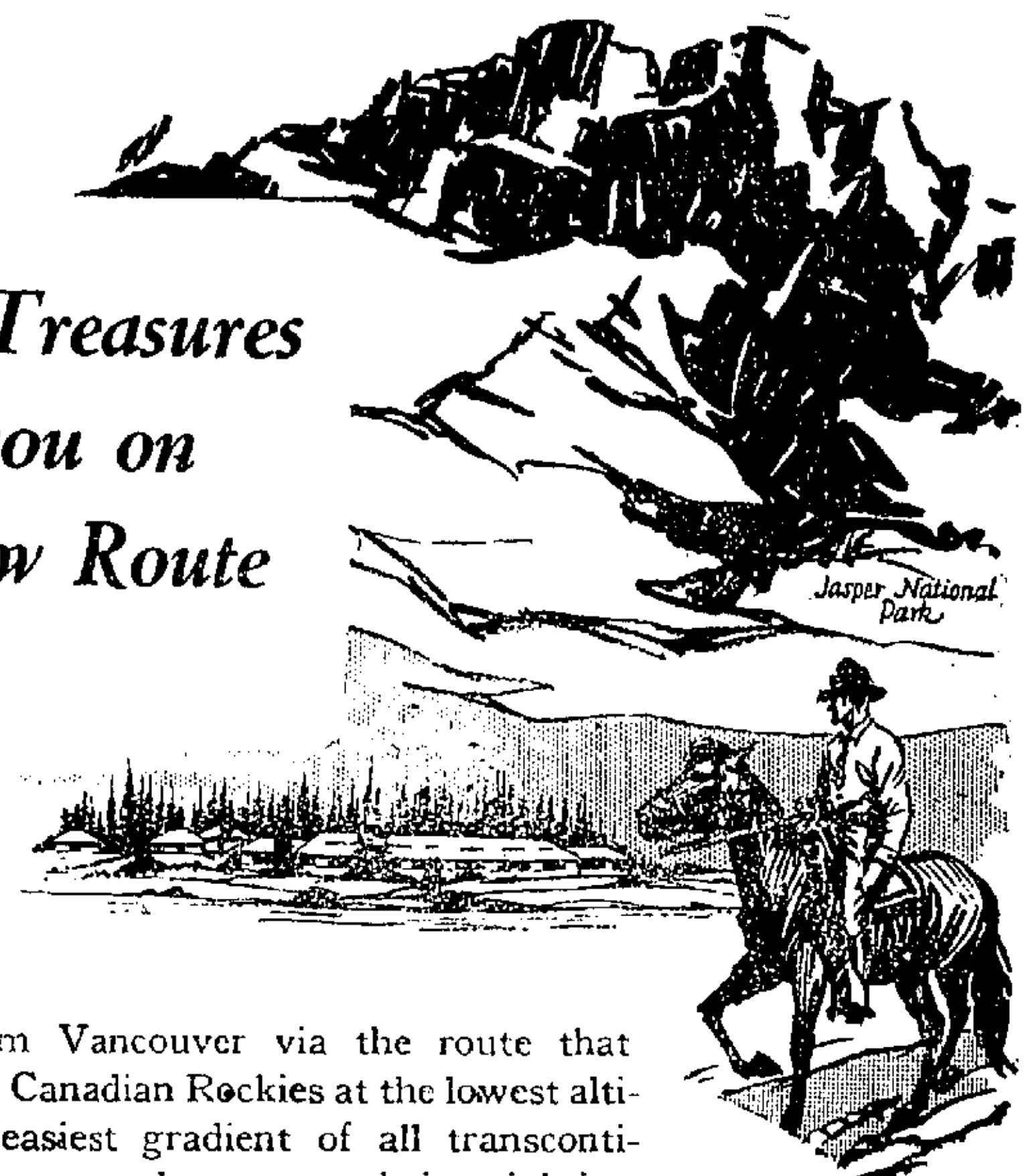
The total expenditure, on the other hand, is lower. In the first quarter last year it was \$4,823,849.00. This year it is \$2,795,061.08. The Police Force is the biggest item in the 1929 column, costing \$527,820 as against \$458,768 in 1928.

Willie—"Pa, what's a parasite?" His Pa—"A parasite, son, is a man who walks through a revolving door without doing his share of pushing!"

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CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to BA, Wyndham Street or Phone C. 4641.

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CANADIAN NATIONAL

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(SEPARATE AND DISTINCT FROM CANADIAN PACIFIC RAILWAY)

LETTERS & RADIO

Addresses Which Cannot Be Traced

A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radio telegrams at the Radio Telegraph Office, Government Building:—

Poste Restante Correspondence

Hong Kong, Aug. 3.

Singh Bakhtawar, W. J. Chapman, China Radio Co., China Indenting Co., H. A. G. Clark, T. J. Dwyer, R. Darnell, R. W. Fitzwilliam, Louis Garris, Dr. and Mrs. J. G. Hill, G. Houston, G. A. Herbert, B. Jullien, R. M. Jameson, Capt. Day Kearney (s.s. "Gogovale"), Mrs. D. McRae, Hon. G. S. Moss, Mrs. E. L. Martin, J. J. Mantier (Dir. Gen. of Rail Road), F. D. Norman, A. H. Nark, M. Namias, W. E. Priestley, R. C. Paulet, R. S. Pigott, C. Ritter, Mr. and Mrs. L. O. Ross, S. W. Smith, Miss E. Tasker, Charles True, W. M. Wreth, Miss B. Williams, L. Young.

Unpaid Correspondence

J. S. Flacks.

Registered Articles

Matias Ayon, W. W. Brotherton, S. S. Blinds, R. S. Moore, W. E. McKenney, Messrs. L. Pingamall, J. M. Rowan (s.s. "Baron Minto"), L. Roban, Peter Tester, Ad. Thibaud, General Wu Chung-dok, General Wu Kam-yu.

List of Unclaimed Radio Telegrams

Address. From.

4444 Hoihow

8539 Chungking

Lieahhin Lunsang Shairoad Yomate, Makasser

De Jesus Peninsula Hotel

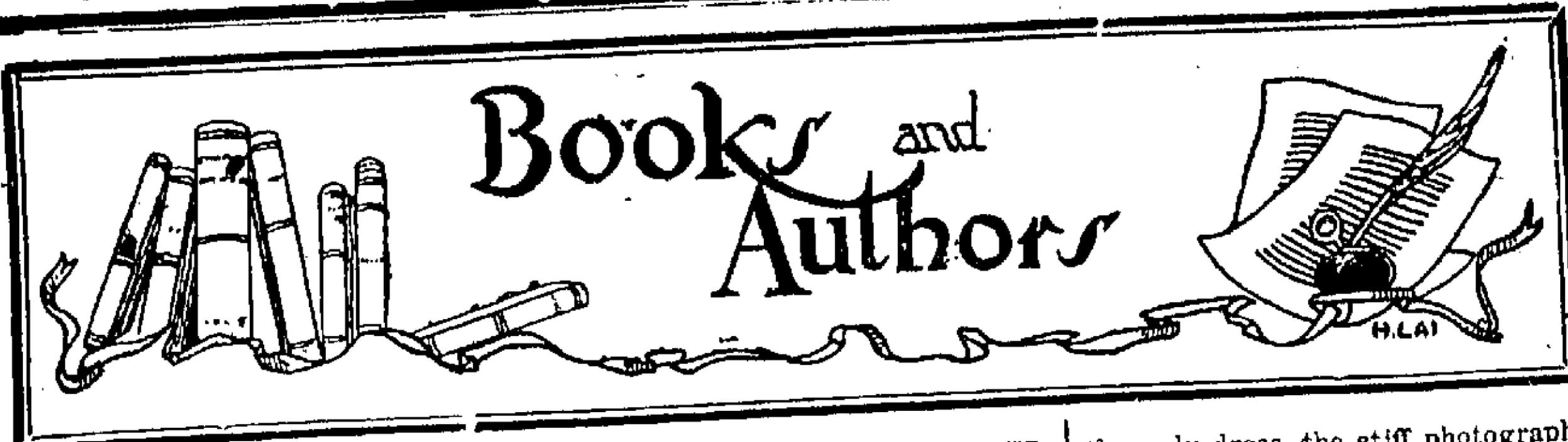
Manila

Polena Grisanova, Kowloon Hotel, Kowloon "Pres. Monroe"

4444 Hoihow

Wisdom Cholon

William Wyeth, Peak Hotel,



PEOPLE'S LIBRARY

Collection of Short Sketches

["New Silent Friends," by Richard King; Hodder and Stoughton, 2 6 net.]

This is a collection of short sketches in which the author converses familiarly with his readers on all sorts of topics. Mr. King is a genial philosopher whose slogans are "Live and let live," "Mind your own business and above all keep a curb on your tongue." Some of his aphorisms are neat and quaint; thus "Study is the joy of middle age, not a youthful joy." "Let me be not the administration of oxygen to a friend, ship already in extremis." "Life stretches away behind as a metaphorical mass of these ends; the majority of people reach old age exasperated by the thought that they really seem to have accomplished nothing worth while." "There is really nothing quite so venomous as the gossiping tongues of those who live in rural places." "How jealous most of us are of the reputation certain people have for being better than we are ourselves." "The sexual drive is glorified over and remembered longer than all others."

Mr. King has some trenchant things to say about matrimony and our divorce laws. The articles at the beginning of the book about bachelor housekeeping are excellent but the two which end the volume are platitudinous. Much better had the author applied the bluster at the end of his sketch entitled "Cornwall." As it is, however, the book, in spite of these last two articles and a frequent tendency of the author to repeat himself and his glaring misuse of the word "like," is a charming compilation well up to the high standard of entertainment that one expects from volumes in the People's Library.

ROMANTIC TRILOGY

Ludwig II. of Bavaria

This biography completes what the author terms a "romantic trilogy." "Franz Liszt, the Man of Love," "Chopin, a Man of Solitude," the sub-title of this last volume being "The Man of Illusion." It may be doubted whether such labels are happy; there were many great lovers besides the A. B. C. Liszt, many lonely souls besides Chopin, and all touched with insanity might be called "men of illusion," while these three had other sides to their characters. Human beings are too complex for division into these arbitrary types, and in the present biography there is an attempt to trim the specimen to fit the tag on the case, and to avoid an alluring but misleading resemblance between Ludwig II. and Shakespeare's Hamlet. The reader would probably relish the story without these devices of which M. Pourtales, an accomplished writer of the analytical, emotional school, stands in no need; that is, if it be admitted that such a dreadful tale can be relished by any sane the morbidly curious.

The most tragic life of this unhappy man, handsome, gifted, noble, inspired by exalted ideals, lovable and sincere, cannot be read without a deep pity and the sense of shame that comes from probing into suffering.

Excuse for Hero

The author, who writes (or has translated) vaguely, seems to doubt the insanity of Ludwig II., and brings out the modern scapegoat, a pressed childhood, as an excuse for much of his hero's behaviour; but the sanest of the sane have often had grim or stupid parents, and nothing but a deep taint of what would have another name for "insanity" can explain the actions of this beautiful youth (the beauty shows even in

the ugly dress, the stiff photograph) of the ancient house of Wittelsbach, his own master at 20, wealthy, admired, obeyed, a king.

And the horror of the haunting tallies precisely in the fact that with his material circumstances of fairy-tale brightness this unfortunate man evolved a spiritual hell, in which he ultimately sank, entirely out of his own soul.

In his youth the mighty genius of Richard Wagner lured him into the unbearable twilight, the monstrous thickets where move the ancient gods who are not lightly to be faced by mortals; and in his middle age the stucco glories of Versailles inspired him into lunatic buildings of lonely splendour, where, surrounded only by lackeys, he, the Bavarian who never reigned, posed in a travesty of the Roi Soleil, who, sane and shrewd, was perhaps the lesser man.

Terrible Absurdity

The last touch of poignancy is given by the terrible absurdity; Ludwig, enraptured by Wagner, was sublimely mad; Ludwig, enthralled by Louis XIV., was ridiculously crazy—and how much more tragic in consequence! M. Pourtales does not emphasise a terrible touch of the grotesque in this pitiful story—the umbrella that was the constant companion of this Tristan-Lohengrin who, braved, in his mind, all the tempests of earth and heaven. An umbrella, not a sword, was thrust into the plaster statue that shamed his dreams; an umbrella was waved at the trees where the Valkyrie rode through the leafage; in the final violent, piteous end it was an umbrella that was found on the banks of the lake, the day promised wet for the last walk.

Many there be who cannot well separate the dream from the business, and for them the tragedy of Ludwig of Bavaria, with his soaring castles and his umbrellas, will possess a lurid fascination; for though the man was mad it was with a most understandable madness.

CEYLON DIRECTORY

Full of Statistics And Other Information

A BOOK OF REFERENCE

A directory to be complete to furnish all necessary useful information and statistics to merchants and private individuals must necessarily be concise and easy of reference, and, above all, it must contain nothing but the latest available information as to general trade conditions, etc. Such a book of reference is rarely to be found in the Far East, and it is therefore gratifying to find that "Ferguson's Ceylon Directory" for 1929, a copy of which we have just received, comes up to standard.

"The Ceylon Observer," who are the publishers of this standard reference book on Ceylon are to be congratulated on their efforts. "Ferguson's Directory" was first published by them in 1859 annually on May 15. The book is therefore now in its 70th year.

Although the current year's edition was produced in circumstances which were unique in its career—in that the workmen went on strike for over two months and a half—yet the Directory was issued on May 17, only two days after the usual date of publication! A fine effort!

It is a concise and up-to-date Directory containing information of vital importance to commercial houses having connection with Ceylon, as well as to residents of that country.

The Directory is well printed on good paper and the classified sections make it easy of reference.

AIR MAILS

New Facilities Offered To Malaya

NO HELP TO HONG KONG

The Secretary for Postal Affairs, S.S. and F.M.S., informs the Singapore papers that a fortnightly connection with the Imperial Airways service from Karachi to London has now been arranged and, beginning with the mails forwarded from Penang on Friday, August 2, by the British India contract mail steamer for Calcutta, and fortnightly thereafter, postal articles (except parcels and insured letters) will be accepted for transmission to Great Britain and Ireland and via London to Europe and North America.

Postal articles should be prepaid at the usual postage rates and must bear in addition postage stamps to cover the air mail fee of 20 cents per half ounce or part thereof. If the air mail fee is not fully prepaid correspondence will not be included in the air mail bag. Air mail articles may be registered but may not be insured.

In order to facilitate the selection of air mail articles for special treatment in the post, they should be conspicuously superscribed in the top left hand corner "By Air Mail, Karachi-London." They should bear in addition, whenever practicable, the blue air mail label which may be obtained free of charge at any post office.

The Indian Post Office has stated that this connection at Karachi has been made possible by the acceleration of the mail trains between Lahore and Karachi; but has pointed out that the connection depends upon the punctual arrival at Lahore of the Calcutta train after a run of 1,000 miles. It is stated, however, that the connection should normally be made.

The time occupied in transit is 10 days. Endeavours are being made to secure a weekly connection with the Karachi-London air mail service and if successful a further announcement will be made.

The "Sunday Herald" learned from the Postmaster-General here yesterday that he had sent despatches and cables to London in this connection. So far he has had no reply. However, he informs us that this air mail service will not help to expedite mails from this Colony to London even if they caught all the connections in time.

The trans-Siberian Railway service enables mails to reach London in about 22 days at the most, and according to the air mail schedule, as set forth above, it will take a much longer time.

The service, says the P. M. G. here is valuable to Singapore and the Malay States, because the trans-Siberian Railway service is not extended to them. Hong Kong will, however, have to avail itself of the Karachi-London air mail service if the suspension of the trans-Siberian railway continues. From all indications, it will take some time before this line will resume its normal condition.

H.M.S. "Castor" will carry out gunnery practice in Mils Bay on Saturday, August 10, between 10 a.m. and 4 p.m. Firing will be conducted from West of Grass Island and directed toward Sharp Peak. Passing craft should keep north of the line joining Bate Head, Wong Mau Chau, and South Channel.

LATE MR. POLLARD

Funeral At Protestant Cemetery

LARGE GATHERING

On Thursday evening the funeral of Mr. Thomas Pollard who died of typhoid at the Kowloon Hospital, took place at the Protestant Cemetery, Happy Valley, in the presence of a large gathering of mourners.

The service at the graveside was conducted by the Rev. G. T. Waldegrave, and amongst those present to pay their last tributes were:—Mr. J. P. Warren (Manager of Messrs. Dodwell and Co.), Capt. Edward of the Ruby Castle as chief mourner, Messrs. R. K. Valentine, J. N. Owen, J. D. Humphreys, C. Mose, J. Johnston (of Messrs. Dodwell and Co.'s Staff).

Messrs. R. M. Dyer (General Manager of the Kowloon Docks), D. Keith, W. Greig, E. Cock, M.B.E., J. S. McIntosh, H. S. Scott, G. Cooper, S. Gray, J. Punccheon, J. Lindsay, J. O. McLaggan, J. C. Brown, J. Fraser, J. Crookduke, C. Atkinson, David Gow, J. D. Provan, Fletcher, H. W. Harper, R. M. West, G. Taylor, J. E. Skilleorn, M. Cowper, R. C. Wilson, S. G. Smart, F. Turpie, N. W. Domoney, R. Jones, C. Kemp, W. Ratcliffe, F. Syme Thomson, Mr. Chisholm, Chief Engineer of the "Ruby Castle," was prevented from attending owing to illness.

Floral Tributes

Two wreaths were inscribed "In loving memory from wife and family" and "In loving memory from mother." Other senders of floral tributes included the following:—

Mr. and Mrs. David Gow, Mr. and Mrs. S. Gray, Mr. and Mrs. J. D. Provan, Mr. and Mrs. Lindsay, Mr. and Mrs. P. Coleman, Mr. and Mrs. J. Fraser, Mr. and Mrs. W. Greig, Mr. and Mrs. Barrow, Mr. and Mrs. Fletcher, Mr. and Mrs. G. Duncan, Mr. and Mrs. W. P. Hedley, Mr. and Mrs. C. Atkinson, Mr. and Mrs. Bliss, Ellen and Sonny.

Mr. P. T. and Miss Farrell, Mr. and Miss Punccheon, the Rev. G. T. Waldegrave, Messrs. R. M. Dyer, Kenneth E. Greig, A. M. Simpson, E. Cock, J. P. Warren, J. M. McIntosh, H. G. Cooper, J. McKelvie, J. Crookduke, J. McLaggan, S. L. Vallenga (Anglo-Saxon Petroleum Co.), C. Mose, T. S. Morrison (Lloyd's Surveyor), R. K. Valentine, and Capt. Edward and Messrs. J. R. Elliott, F. Turpie N. W. Domoney, R. M. West, J. Mitchell, R. C. Wilson, J. E. Skilleorn, G. Taylor, H. W. Harper, W. Cooper (all of the m.v. "Ruby Castle").

North East Marine Engineering Co., Wallend, James Chambers and Co., Liverpool, Austral-China Navigation Co., Sydney, Dodwell & Co., Ltd., Union Waterboat Co., Kowloon Dock Staff, Storekeepers and Greasers, m.v. "Ruby Castle," the Half Deck, m.v. "Ruby Castle," Institution of Engineers and Shipbuilders of Hong Kong, members of Kowloon Bowling Green Club, Gul Hai Man & Co., Wang Kee & Co.

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YEE SANG FAT CO.

The Store That Saves You Money.

MACAO'S PROGRESS

Automatic Telephones Nearly Ready

SMART PERFORMANCE

The Siemens China Company are to be congratulated on a very quick performance in connection with the installing of the automatic telephone system at Macao. Work has now commenced on the final stages of the installation and it is expected that the new system will be in operation all over the colony of Macao within two or three months.

The contract between the Government of Macao and the Company has provided for the setting up of a service capable of carrying two thousand lines; but of this number only one thousand will come immediately into operation, thereby leaving a reserve of one thousand lines for future needs of the colony. Lines to all points in the colony were laid down along the principal routes by subterranean cables some months ago, since when work has been proceeding with the making of connections and wiring at the Exchange. This work is still proceeding.

Preparations for the final stages of the work at the "Exchange" have been going on for some months, and a few days ago the last part of the machinery and equipment arrived from Europe, and there also came the expert engineers of the Siemens China Company from North China to carry out the final and most complicated connections at the Exchange to enable the system to commence operations within the shortest time possible.

An Official Undertaking

Macao's Telephone Exchange will be housed in the new Post Office Building which is itself under construction. The telephone department will occupy a special extension of the original plan to the edifice. This service at Macao is an official undertaking and comes under the direct control of the Postmaster-General and has, therefore, been installed in the new building which is now being built as the headquarters for the postal services at Macao.

The system is completely automatic in every way, and each caller will "dial" his own number, without being in any way interfered with by "Central." From the demand for new telephones it would appear that the public are anticipating a good service, and the Siemens Company's name is sufficient assurance that the equipment will satisfy all requirements. Prices for rental of the new telephones are exceedingly moderate.

FINE PAINTINGS

On View in Kelly and Walsh's Windows

ADMIRABLE DISPLAY

The tastefully arranged show windows of Kelly and Walsh's book shop, include some very fine paintings in oil and water colour.

On the window nearest the side lane, which divides York Building from St. George's Building, are five beautiful scenes of Hong Kong painted by the Japanese artist, Mr. E. Kato.

One of the paintings, all of which are water colour, depicts a scene from the Peak.

Hydrangeas, of a light mauve tint, are exceedingly well painted by Mr. Kato, pink and blue showing well in the shading.

The other four are harbour scenes with junks.

Two other paintings are in the window, also harbour scenes but these are painted by Mr. E. Birchall. This painter also shows his knowledge of colour to the full.

In the other window are more paintings by Mr. Kato—Chinese village scenes. Also in this window are several neat drawings of flowers in their natural colour.

The two windows are well worth seeing by the lover of painting and drawing.

In the case of phones to private residences only \$5 monthly will be charged, while telephones to commercial establishments will be called upon to pay slightly more. No distinction will be made where the subscriber lives at a great distance from the Macao Exchange in the new Post Office building.

The Cost

It is stated that the cost of machinery and the work of installation will be covered by an inclusive price of \$100,000, which is the price at which the Siemens China Company is prepared to accept for the complete system covering two thousand phones as well as the machinery and other devices at the Exchange. This works out at about \$50 for each telephone, which is believed to be an exceedingly moderate price.

For the effective control of this service, as well as that of the Wireless, which is also under the supervision of the Macao Postmaster-General, special instruction is being given to a number of young men who are undergoing training by skilled instructors—Contributed.

TO-DAY'S RADIO

Broadcast By Z.B.W.

ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcast Station Z.B.W. on 350 metres.

1.48 p.m. Weather Report.

3.55 p.m. Evening Service relayed from St. John's Cathedral, Praeger.

7.48 p.m.—Evening Weather Report.

9 p.m.—Evening Programme (Victor & H.M.V. Records supplied through the courtesy of Messrs. S. Moutrie & Co., Ltd.).

"Tosca" (Puccini), Potpourri.

"Friend O' Mine", Bass.

"Shipmates O' Mine", Bass.

"Love's Garden of Roses",

"Chanson" (In Love), Organ Solo,

Reginald Foot.

"Hark! Hark! The Lark",

"Who is Sylvia?", Boy Soprano,

Master E. Lough.

"Mirage",

"I Zingari", Instr. Trio:—

De Groot—Violin

David Bor—Piano

H. M. Calve—Cello.

"Ave Maria" (Bach—Gounod),

"The Rosary" (Nevin), Organ Solo,

Charles O'Connell.

"L'Arlesienne" (Bizet), Prelude,

Royal Opera Orch.,

Covent Garden.

"The Arrow and the Song" (Balfé),

"Flower of the Desert" (Lohr),

Baritone Percy Heming.

"La Source Ballet",

The Band of H.M. Coldstream

Guards.

"I Love the Moon",

"Jeunesse", Tenor Walter Glynn.

"When I Survey the Wondrous Cross,"

"Nearer, My God, To Thee",

Westminster Central Hall Choir.

10.30 p.m.—Close Down.

LOCAL SCOUTS

Concert in St. Patrick's Club

The 16th Hong Kong Group (Catholic Cathedral) Boy Scouts, the Patron of which is His Lordship the Rt. Rev. Bishop H. Valtorta, D.D., is holding a concert in aid of the Group Funds at St. Patrick's Club's concert hall, Garden-road, on Wednesday evening, starting at 9 o'clock.

The Scoutmaster, Mr. D. W. Luke, informs the "China Mail" that a very attractive programme has been arranged, thanks to assistance promised by many well-known local amateur talent, and the entertainment will be well worth the fee of \$1 which will be charged for admission.



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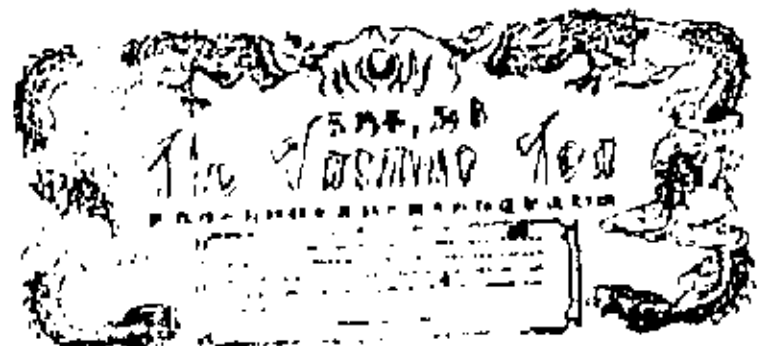
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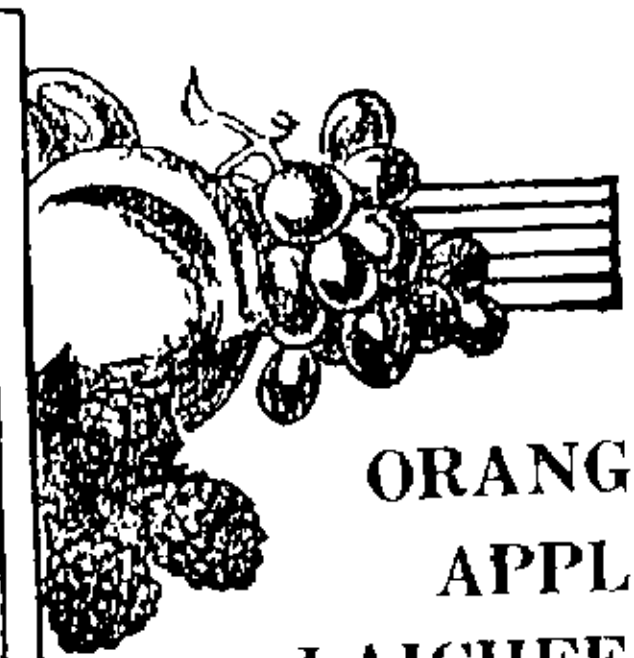
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SINCERE'S FRUIT SYRUP

SCIENTIFICALLY & HYGIENICALLY
PREPARED

AN IDEAL SUMMER DRINK

Large Bottle 65 cents
Medium " 40 "
Small " 25 "

Order a bottle for TRIAL To-day.

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CONSULT

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5, DUDDELL ST.
(1ST FLOOR)

TELEPHONE C. 3989

ESTIMATES FREE.



Our Martial Police

Day by day, in every way, Hong Kong's "Bobbies" are taking on a more martial appearance. There are some who condemn this, but, really, it is all to the good if taken in the right spirit. A smartly turned out body of Policemen command respect, and respect is, of course, essential in Robert's job. But military bearing should not be cultivated to the exclusion of other accomplishments one expects to find in a Policeman, and it is in this connection that the grouse have reason for kicking. How, will be considered later.

Very Smart Appearance

In appearance our Policemen are second to none in any part of the world. This is especially so since the recent introduction of a new article of equipment to their uniform. All ranks, European, Indian and Chinese, from the humble P.C. to the Superintendent, now wear Sam Browns attached to their belts. These leather straps, which go over one shoulder and are attached to the belts, take the weight of the revolvers and keep the belts straight, thus adding 50 per cent. to the smart appearance of the men. Before, it was a sloppy sight to see constables on patrol with the side of the belt to which the revolvers are attached hanging well below the hip and the other side almost reaching the arm-pit! For the reform now made credit is unstintingly given to the C.S.P. He has succeeded in making his men look like a whole brigade of cadets of the Officers' Training Corps!

Chinese P.C.'s Browns are Helmets

The appearance of the Chinese constables has been further enhanced by the issuing to them of new khaki helmets of the military pattern in the place of the unsightly thick helmets of the pig-sticking variety which they have worn for months past. The Mohammedan members of the Indian contingent, too, have been issued with new headgear. They now wear a smart peak cap with khaki covers instead of the black turbans with the multi-coloured decorations. The bearded Sikhs, of course, have to retain their turbans which are the only suitable headgear to go with the "face moustache." The Sam Browns are the only addition to the European members' uniform.

Room For More Improvement?

There is, however, still room for more improvement in the dress of the Chinese P.C.'s. and the Mohammedan members of the Indian contingent. They should be provided with khaki puttees instead of the blue ones now worn, which do not harmonise with the khaki shorts and shirts, and khaki helmets and peak caps, although on the said helmets there are thin borders of blue at the top of the puggarees, and black peaks and head bands on the peak caps. The blue puttees can be retained in the case of the Sikhs and the Europeans, because in the one case they "go" with the dark coloured turbans and in the other blue harmonises better than khaki with white duck shorts and tunics, and white helmets with multi-coloured puggarees.

"Plenty In Front"

Another matter in which the C.S.P. could consider is the none too happy picture which some of the fat Indians, "with plenty in front," cut with their shirts tucked inside their shorts. They would look heaps better if they were issued with Sepoy shirts, long garments worn over all and falling about four inches from the end of the shorts. Such tunic shirts with belt and Sam Brown over them? would make the Sikhs, at least, look 100 per cent. more martial. The tuck-in shirts, a la Boy Scouts are ideal for the slim and trim figure of the Chinese constables, and should be retained in their case.

Appearance Good, But—

In outer appearance, the Police is good, not only in the matter of uniform, but in drilling and marching as well. They can handle rifles and machine guns just like soldiers, but there is one essential thing in the make-up of Policemen which is sadly missing, in the case of many Indian and Chinese constables, and quite a few Europeans, too. It is Court Procedure. How often have Magistrates been sorely taxed by the way evidence is given in Court? It seems utterly impossible for some Police witnesses to realise that only what they saw themselves can be given as evidence, and that hearsay is no evidence. The same applies to the handling of witnesses. Few Indian and Chinese constables seem to know that witnesses have to be kept outside the Court until the

time arrives for them to go into the witness box. The Inspectors cannot see to everything and must repose a certain amount of trust on their subordinates with the result that cases are often marred if not hopelessly lost.

Why Should This Be?

Why this fault should persist is hard to say, as no doubt the instructors at the Police Training School take great pains to coach their charges in "Procedure," no doubt, too, at the cost of a lot of temper and patience. Perhaps the fault lies in the final examination of recruits before they are passed out of the School. This examination should be made stiffer on the subject of "Procedure" and unless a man really "knows his onions" he should never be passed out, even though he can march like a Guardsman, and shoot like a Bisley hero, because these are not the only things that go to make a good Policeman. If necessary, the standard of intelligence for admission to the Police Force of Indians and Chinese should be raised, and those who cannot grasp "Procedure" after the prescribed period of recruiting, should be passed out of the Force, no matter what their other qualifications in the matter of marching, shooting, etc.

Reflection On "Ta Foorce"

To pass them from the school to the Force is to invite criticism of a body of men who are efficient in the majority, and hardly fair to the others. Nobody knows which Policeman can march or shoot, and cares less, but indifferent knowledge of what it is essential that a Policeman should know becomes public knowledge the first time an officer fails in Court. Then, human nature being what it is, every one speaks about the "rotten Police Force," which is, of course, far from the truth, taking the body as a whole. Fact, 'tis a gross libel—or might be did any but ourselves suggest it!

Here's Hoping!

Just as the bouquets handed out in the opening paragraphs of these notes may be welcomed, here's hoping that all concerned will also take the "brickbats" in (and with) the right spirit. They are thrown not with the intention of disturbing the Police "liver," but with an honest wish to preserve the good name of the Hong Kong Police Force, and even better it, if possible.

SUNDAY SALLIES.

The Police Reserve are full of reserve.

Newspaper heading: "The Soviet Damper." — Trying to make stove potatoes?

Instead of a bolt from the blue it was a bolt by the Reds on Thursday night.

Looks as if Hong Kong will celebrate her centenary by entering upon the water meter-age.

The inmates of the A.P.C. Building seem from all accounts to have been thunderstruck on Friday.

Others attributed—but wrongly—the noise to a sudden drop in A.P.C. petrol prices.

'Tis only mete that water wasters should have meters.

The whole of the correspondence on the films has been cabled to Mary Pickford and Douglas Fairbanks for their "unbiased" opinion.

Still on the water dole?

There's nary a fear of any of the Kowloon Tong residents walking to office on Shanks mare.

A flat broke into a Kowloon Dock flat and was laid flat.

A free library is to be established by the Chinese Chamber of Commerce, especially for ladies.—The first volume is to be entitled "Hugging the Coast."

A camera was stolen from a car parked in Pedder Street.—Some one just took a snap.

Mr. "Tim" Murphy, A.S.P., has added the letters PA to his name.

When a thief was caught in a Kowloon Dock Flat and ran away we are told by the "Daily Press" that he "broke loose." — Must have been held together by a piece of string.

There are still a lot of wasters in the Colony—water wasters.

Mosquitoes on the Taipo Road are evidently preparing for the coming anti-malarial campaign by breeding faster and biting harder.

The Chinese "sailors" at the Star Ferry should make good Bridge players—they do like a grand slam (of the gate in passengers' faces).

The Scots are experts in solving the water problem—it costs nothing to damn the water.

The "cattle pen" system for the buses at Kowloon Ferry is to be taken as a pattern for laying out the ground for the next Agricultural Show.

When H.M.S. "Stormcloud" leaves harbour the storm cloud may depart also for a week or two.

The K.C.C. concert organisers are henceforth to be known as the Rainmakers.

Preston seems to have kept up its North End and all its ends for the Labour Party at the by-election.

Did Minden Avenue celebrate Minden Day on Thursday?

Some folks' writing is like a scroll and others like a scrawl.

Coppers are at a discount in the vicinity of the Central Station.

The last word to a nagging wife is often the lost word.

The cinema proprietors should turn the tables by asking the qualifications of the film critics.

Pity help the film producers in Paradise.

"Captain Stormwater" would be in a heaven of delight at the sight of so much water in this little wart!

Were the Film Critics' Producers' Association to produce a local film the cinemas would have to close down.

The Queen's may have lost its Ray but it still has some pep.—See "Uncle Tom's Cabin."

Exclusive weather forecast—"Occasional rain till it's dry."—Other papers please copy as usual.

Jupiter Pluvius couldn't have been a lawn bowls skip.

'Tis easier to desert your regiment in Hong Kong than pick up a job in Manila.

The race for the St. Ledger is run at the beginning of every month here.

The disused tanks are to be utilised as waste paper baskets in Government offices—by order!

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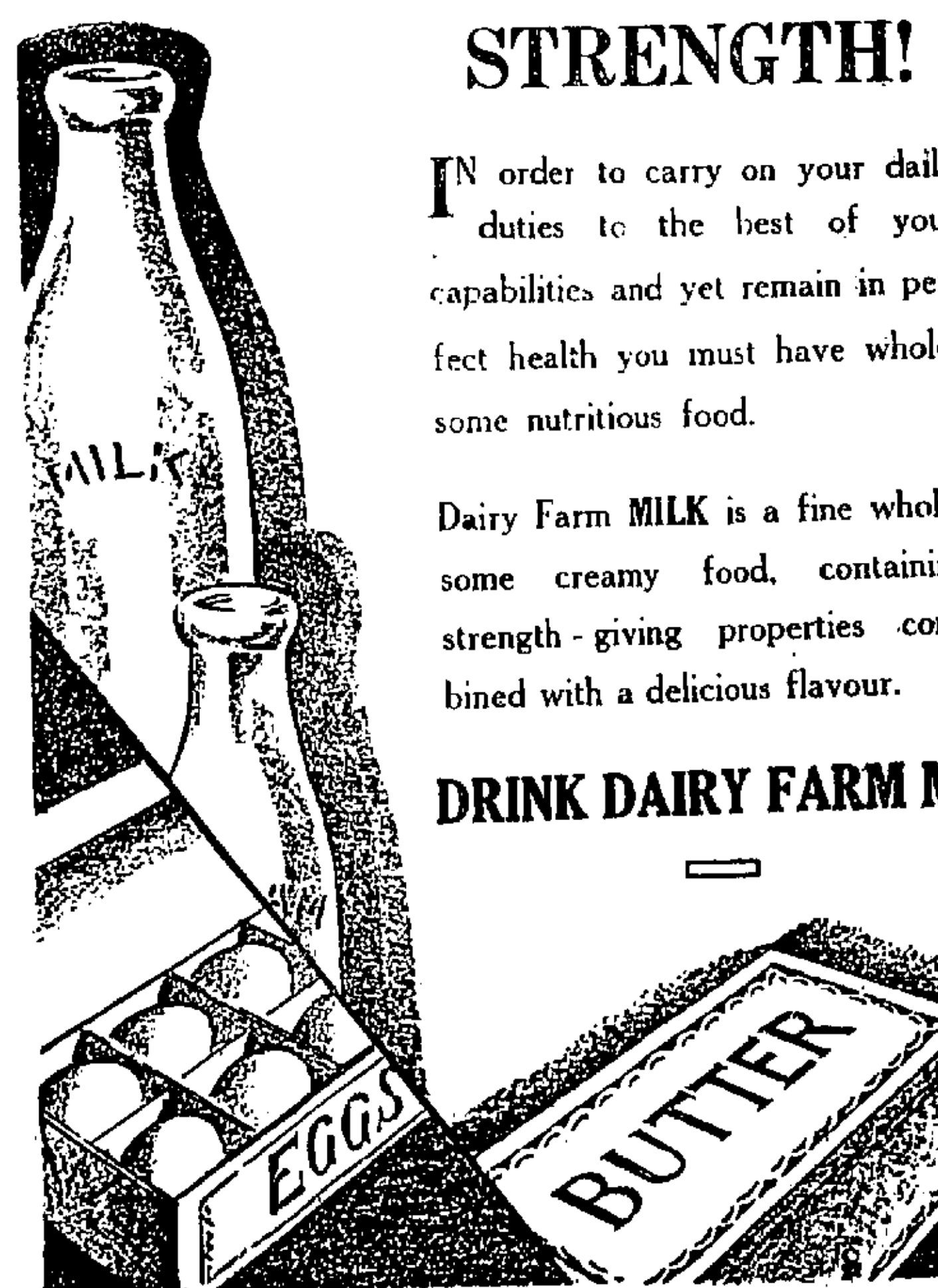
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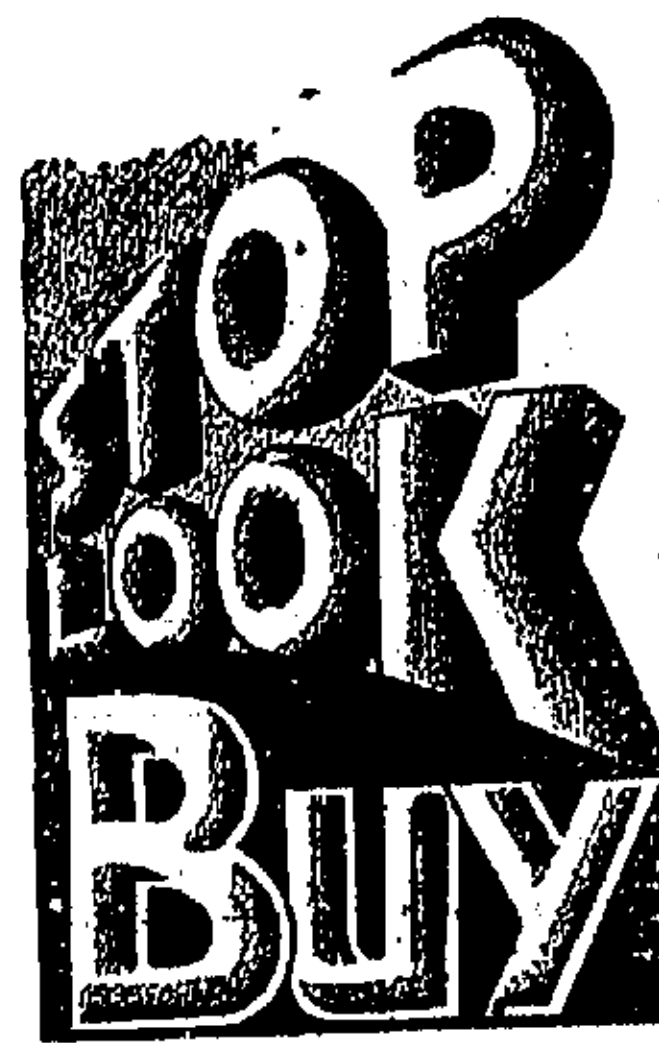
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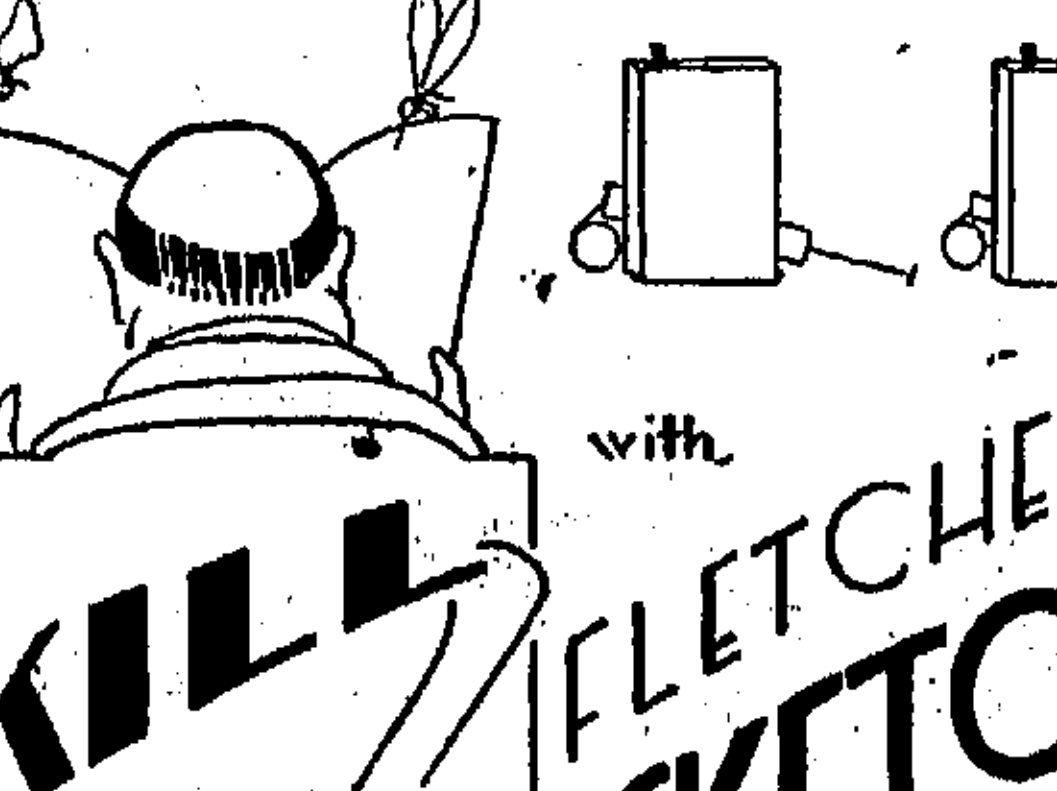
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HONG KONG, SUNDAY, AUGUST 4, 1929.

"Arms And The Man"

FOR many months past Singapore and Shanghai have gained undesirable notoriety on account of the increasing number of outrages by gunmen, who are making life for Chinese and non-Chinese unsafe by day as well as by night. The resources of the respective criminal investigations departments have been taxed to the utmost to cope with this form of violent crime.

In comparison it may be said with the greatest satisfaction, redounding to the credit of the Police authorities here, that life and property in Hong Kong are as "safe as houses." The annals of the Sessions show that whilst cases do occur now and again in which the revolver or the knife has been used in the execution of crime, there has never been anything even remotely approaching the sensational series of gang robberies in Malaya of a score of years or more ago. And there has been nothing to compare with the more recent epidemic of gunmen's crimes in Singapore and Shanghai. Even during the exciting times of the strike and boycott the life of the average individual here was as safe here as in a London drawing room. That, again, has only to be recalled to evoke the warmest expressions for praise for the manner in which the situation was handled by the authorities.

Without in any way desiring to take away with the one hand what we have given with the other, the opinion may be expressed that the traffic in arms and other dangerous weapons still requires tightening up in certain directions known best to the authorities. Whilst the Colony is spared the absence of gunmen on the scale mentioned in other Eastern centres it appears that too many arms and deadly weapons are possessed by Chinese desperadoes in the Colony and that, moreover, a stricter search for arms seems called for both ashore and on steamers, junks, and ferries, as well as trains. Revolvers, rifles, and daggers cannot be concealed in the false bottoms of baskets like opium. It is known, of course, that the hauls of opium are the result of "information received," but the sources of "information receivable" seem much weaker in the case of arms. Ordinary robberies there shall always be. These are to be expected. But is not the number of armed robberies greater than what might be, looking to the high reputation and general efficiency of the Police in other directions affecting the prevention of crime?

Of late weeks it has been observed that there has been a campaign of searching passengers on the Kowloon buses—not alone on Route No. 8 as a correspondent asserts elsewhere in our columns to-day. Searches are also conducted at the Yau-mai-Hong Kong and other Ferries on both sides of the harbour. And yet, to escape search, all a Chinese has to do is to travel first class by the Star Ferry. So long as the Chinese of the criminal class possess arms so long must searches be conducted in the interests of the law-abiding sections of the Chinese and foreign community, but there appears little use confining these to one method whilst ignoring other equally obvious plans.

In the past whole areas have been combed out in the search for suspects, the military assisting in these with good purpose. A systematic and periodical combing out of suspected areas for illicit arms and dangerous weapons might go a long way toward reducing the number of cases of armed robberies in the Colony.

The Police authorities, it is granted readily, know their own business best, but past experience has proved that they are not averse to hearing well-intentioned ideas from outsiders. Hence this article!

THE "HERALD" CALENDAR

August 5, 1925.—Comdr. Maxwell Scott, Senior Naval Officer at Canton, promoted to the rank of Captain.

August 7, 1920.—G. A. Woodcock, First Clerk and Magistrate, Hong Kong, retired.

August 9, 1918.—Lady May launched the "War Drummer," the first standard ship launched in Hong Kong.

August 10, 1884.—First public meeting of British merchants in Canton, convened by Lord Napier, who suggested the establishment of Chamber of Commerce.

"DISGUSTING"

We have received a letter for publication signed "Disgusted." We apologise to our readers for publishing it and would not have done so had the letter not appeared in the columns of a contemporary during the week signed "Four Disgusted Naval Men."

This is the letter:

A Disgusting Comment
Sir,—The mentality of the individual who attempted to make a pun of the fatality aboard H.M.S. "Devonshire" beggars description. In the "Hong Kong Sunday Herald" dated July 28, 1929, in which the name of your paper is used under the heading of "Sunday Salties" appeared the following:—
Heading in local "Telegraph": "Gun blows out on H.M.S. 'Devonshire'—who blew it out?"
Surely all decent-minded people, on reading this, felt that the comment was most inappropriate, and if this is the type of stuff to be served up to the public, the circulation of the paper will dwindle, as it deserves to. —Yours, etc.,

Disgusted.
Hong Kong, July 31, 1929.

Had we not received this letter and had the letter not been published we would not have thought it possible for a mind of even the meanest capacity to read such a horrible meaning into such a sally. Such mentality wants purifying and purifying and purifying. Horrible. Disgusting!

From the "Hong Kong Telegraph" of August 3:

"Smartie":—We do not accept jokes about naval disasters. Try the Sunday paper.

Typical, very typical, of the "Hong Kong Telegraph!"

The Chief Scout

N doubt there are many persons in this Colony, boys and girls, men and women, who are justly proud to hear that H.M. the King has bestowed a barony on the Chief Scout, Sir Robert Baden-Powell, on the very appropriate occasion of the Scout Jamboree being held. Sir Robert, or rather Lord Robert, has, taking into consideration the fact that 32 parts of the British Empire and 40 countries are represented at the Jamboree, achieved something of which to be proud, and that something is a huge step in the ladder leading to World Peace and brotherly concord. Such before has never been achieved, and these 50,000 boys of diverse nations, when they grow into manhood, will not forget that they each and all are a small link in the chain of brotherhood—weak when separated, strong when united. All connected with the movement in Hong Kong, would like to honour Lord Baden-Powell in some way. Could not a Church Parade be held, in which every Scout and Girl Guide of every Troop and Company can participate, be held?—unless the question of religion would make such an impossibility. On the other hand, could not a Jamboree in the form of a gathering on the Happy Valley race course be a possibility? A Grand March Past, terminated by the Hong Kong "Yell," would indeed be a fitting tribute. The idea (others, no doubt, may have better) may be worth while considering by those in authority here. It would be worth while to see 20 troops of the Colony (with the Girl Guides, Brownies and Wolf Cubs) gathered together in honour of the Chief Scout.

HONG KONG FAIRY STORIES

Large size spittoons are to be placed in the non-smoking saloons in the Star Ferries.

Those who exchanged bottles of whisky for bottles of water during the drought can now return the whisky to the authorities.—By order!

We are credibly informed that three new tortures based on some of our local contraptions are to be added in Hades, viz., a telephone service similar to ours, a corrugated roadway as rough as the main road from the Star Ferry to Tai-poo; and all the 10 season ticket holders to show their season tickets each time they travel on the miniature railway.

A turtle expedition last week-end wireless: "No turtles, but plenty of fleas; send out the Kau Sing."

The goods classification book of the K.O.R. does not include mosquitoes and in order to foster the mosquito-rearing industry mosquitoes are to be carried in future at live stock rates, viz., 0.04 cents per 50 kilograms per kilometre by goods trains, and 0.06 cents per 50 kilograms per kilometre by express trains when packed in crates.

KOWLOON GOSSIP

The weather last week-end does not merit discussion. It is sufficient to say that most of the Kowloon residents who crossed by Ferry on Monday morning did not show that "happy to get back to work" countenance which they show normally. There were, however, two Kowloonites who had more cheerful expressions than those of their fellows. Reference is made to the two enthusiastic members of the Kowloon Golf Club who state that they made their way out to the Course on Sunday morning and succeeded in playing two rounds. We know these gentlemen well, and it is common knowledge that they usually find the bar at the Club house a very comfortable place most week ends. Knowing them as we do, we can hardly be expected to believe that they would make their way round a sodden course in torrents of rain, whilst arm exercise of another nature was to be had in the comfortable bar of the Club house.

For the benefit of the members of the Y.M.C.A. we commented in a previous issue on the unnecessary thunderings of the locomotives in the station in front of the "building." Our Young Men have yet another complaint—they consider that the Chinese instructor who drills a squad of firemen every morning at six o'clock outside the building, has a voice which would be better heard a mile away. What with

the thunder of locomotives, the coolies' "Quiet Hour" on Sunday evening, ships' sirens, the bark of the Chinese instructor, and sundry other unpleasant noises, surely our Young Men have to put up with a great deal. Incidentally, Kowloon residents who take an after-dinner stroll past the Y.M.C.A. building have often speculated on the case of a confused hubbub which emanates from the first floor, and we are able to state on authority that this noise comes from nothing less than a crowd round a Mah Jong table! Surely if members of the Y.M.C.A. will tolerate this noise inside their own lounge, they can hardly complain against the comparatively gentle voice of the Chinese instructor, and other minor noises!

In these days of sex equality, it is indeed refreshing to find that there is at least one man in Kowloon who has not forgotten the correct thing to do. Most people on the crowded ferry one morning last week were very interested in the gentleman who plucked up courage to vacate his seat in favour of a lady—such courtesy is none too common these days. It was a gesture, and as such gave that gentleman a very favourable impression amongst the majority of his fellow travellers. But not to all of them, for there were two of his intimate friends present who knew that just at the moment Nature preferred him rather to stand up than to sit down. Such are the ravishes of prickly heat.

ORDER OF ST. JOHN

Strength of Ambulance Brigade

ENCOURAGING PROGRESS

The following information, taken from the 1928 report of the Chapter General of the Order of St. John, will be of interest:

Strength of the Brigade

(a) In the British Isles.	
Ambulance (Men)	38,222
Nursing (Women)	13,409
Cadets	5,814
Total	57,445
(b) Overseas.	
Ambulance (Men)	7,727
Nursing (Women)	2,289
Cadets	461
Total	10,477
Grand Total, 67,922.	

Appointments

1.—H.R.H. The Duchess of York has been appointed Commander-in-Chief of Nursing Divisions.
2.—Major General Sir Havelock Charles, G.C.V.O., K.C.S.I., LL.D., M.D., F.R.C.I., Chief Commissioner, St. John Ambulance Brigade Overseas, has been created a Baronet by H.M. the King.

INSIDE DOPE ON CHOKED DRAIN

1. Wrote P.W.D. informing them a choked drain requires clearing.
2. Nothing doing.
3. Tethered a horse near the choked drain and allowed the mosquitoes arising therefrom to chew lumps out of the horse's hide.
4. Referred pitiful condition of horse to Society for the Prevention of Cruelty to Animals.
5. S. P. C. A. wrote P.M.O.
6. P.M.O. anties a white seed and passes the buck to Sanitary Board.
7. Sanitary Board reply matter has nothing to do with typhoid epidemic therefore not their pidgin, but better try Colonial Veterinary Surgeon.
8. C.V.S. replies horse not dead yet and sweetens the pot with a red seed.
9. S.P.C.A. wrote Colonial Secretary who bluffed with a yellow seed and scared the dilatory Government Department concerned into action and the drain is finally cleared three months after the first kick-off.

TAIPO CHITS

[From our correspondent at the Front]

As a result of the acute water shortage the Manager of the Railway has shut off the water supply to the kitchen garden of Tai-poo representative on the Emergency Water Committee.

That Government-owned malarial Hive known as Mold's bungalow is in process of demolition.

The Mayor stated at the last meeting that if the proposal to knock the sides out of Kowloon Station in order to make it into a garage were proceeded with the community intended to demand a reduction of 10 cents on price of all tickets to cover the Jinrikisha hire from the new train stopping place to the Ferry.

MOSQUITO RAVAGES

[Contributed.]

Mosquitoes are great enemies to the garden. They have a habit of scuffling holes just on the very edge of garden paths, and they ruin the edges of grass. They may look pretty and natural in the large garden where there is much cover, but their prettiness as they stick around of an evening cannot make up for the damage they do.

Traps for mosquitoes may, of course be put down, but these are not always satisfactory, and many are cruel. Mosquitoes may be shot, but they are wily creatures, and become very cunning about staying around to get a red nose. Early morning and late evening are the times they do the most damage, and, although you may wait for them either one time or the other, gun in hand, they seem by instinct to know that all is not safe.

Mosquitoes have a dread of certain things among them being that of paraffin oil. It is a good plan, where particular plants are in danger of being attacked by mosquitoes, to surround them with soft, absorbent twine, which has been steeped in paraffin. Support the string on stakes at about six inches from the ground, and at least half a yard from the plants. The mosquitoes will not attempt to get past the string while the odour of paraffin lasts. Both sweet pea and carnation growers have found this plan worth while. It may be necessary, at intervals, to revive the smell by running a saturated sponge along the strings, but the smell of paraffin lingers long, unlike petrol and other spirits.

There are one or two preparations on the market that will help to heal the wounds caused by mosquitoes, if they are treated without delay. Trepar is one of these, and its serviceability has been well proved. Cement of the common or garden brand such as "Green Island" mixed with water and a little sand is, however, the best.

[Editor's Note:—Our correspondent will have to change his Advertising Agent. He is mad.]

K.C.C. CONCERT

The concert at the K.C.C. by the Light Boh Musical Company, which was postponed on account of inclement weather, will, it is hoped, be held on Saturday, August 17.

The company are busy rehearsing and the show should go with an even better swing than was anticipated in the first instance.

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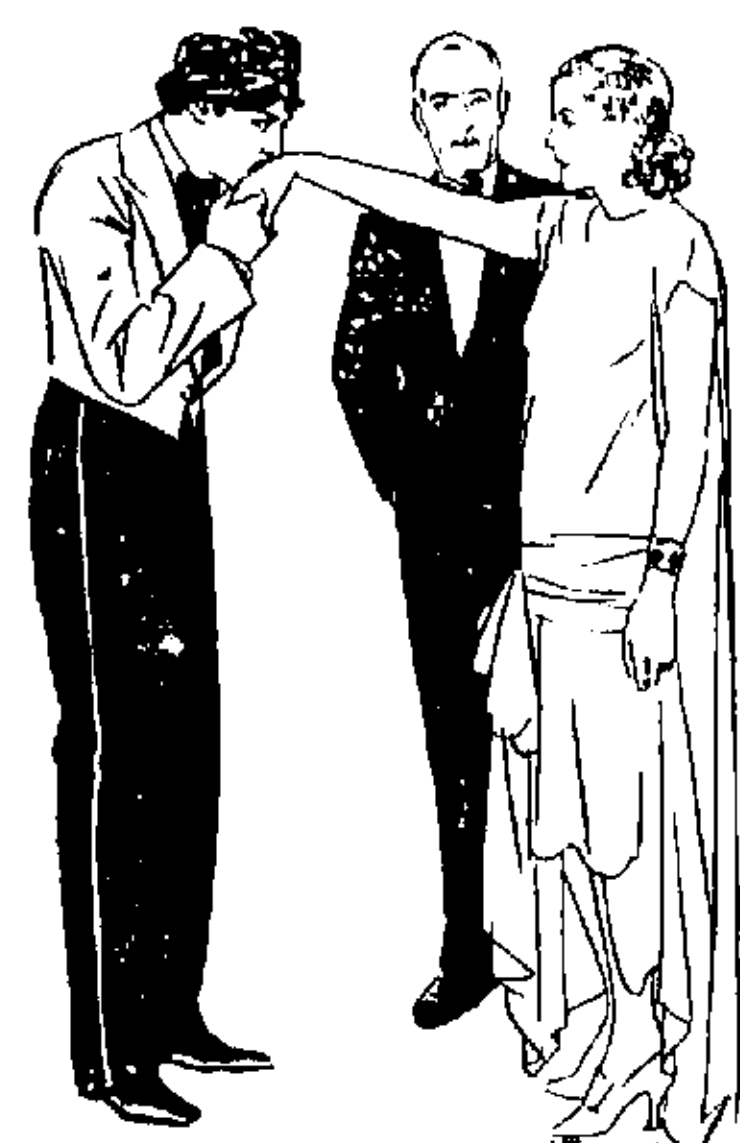
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THREE BOSOM FRIENDS.—Left, Mr. Tang King-lam, one of the pupils of Marshal Chang Kai-shek; centre, Mr. Ng Tai-ping, who is organising the "National Ping pong Federation;" right, Mr. Owen Au-Yang, sometime Magistrate of Ng Wah district.



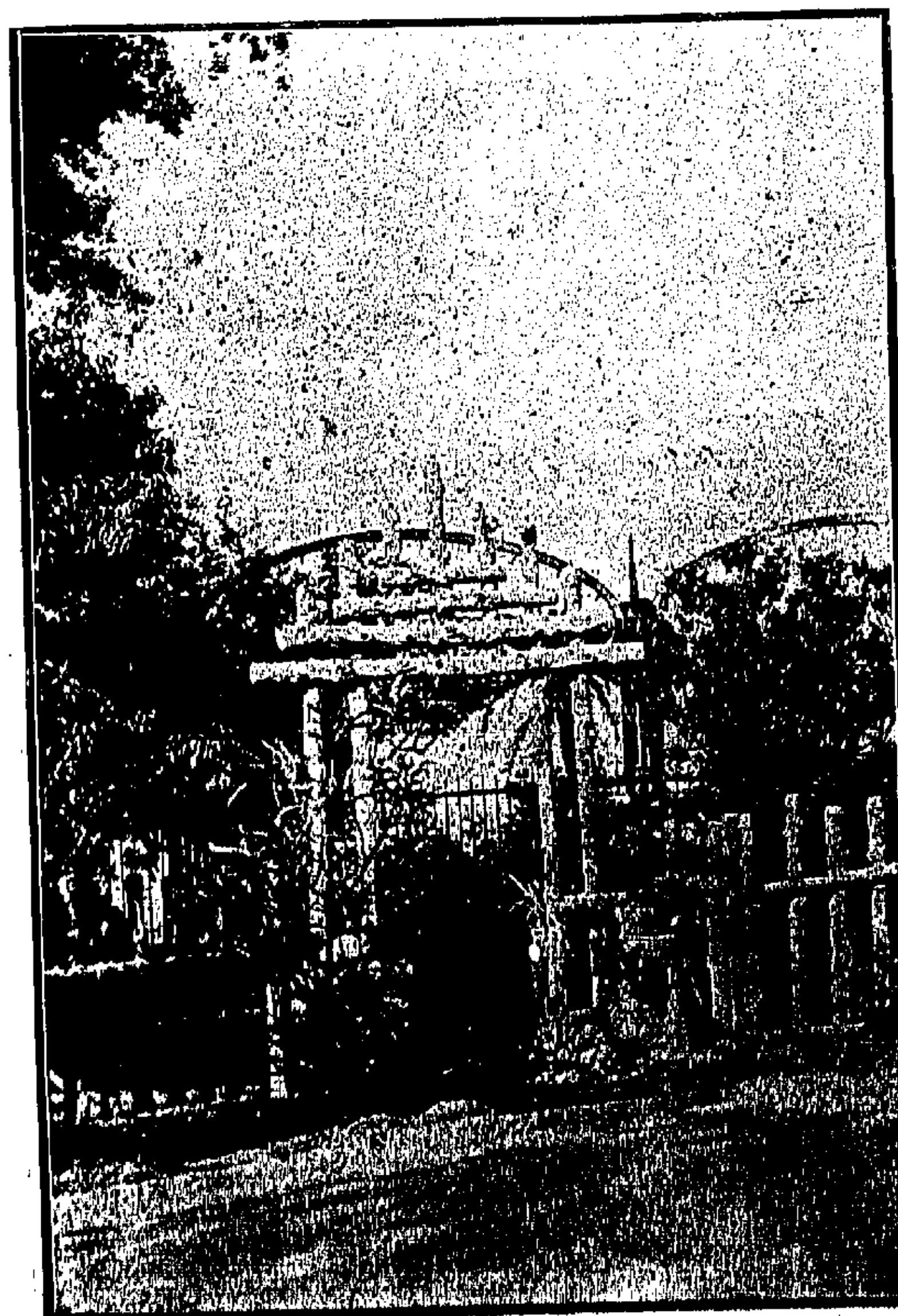
Greta Garbo and Nils Asther, in
"Wild Orchids," at the Queen's
Theatre from Aug. 8 to 10.



Nils Asther, Lewis Stone and
Greta Garbo, in another scene from
"Wild Orchids."



AT LEE GARDEN.—A Column of "Imitation rock" behind which
is a wooden arch.

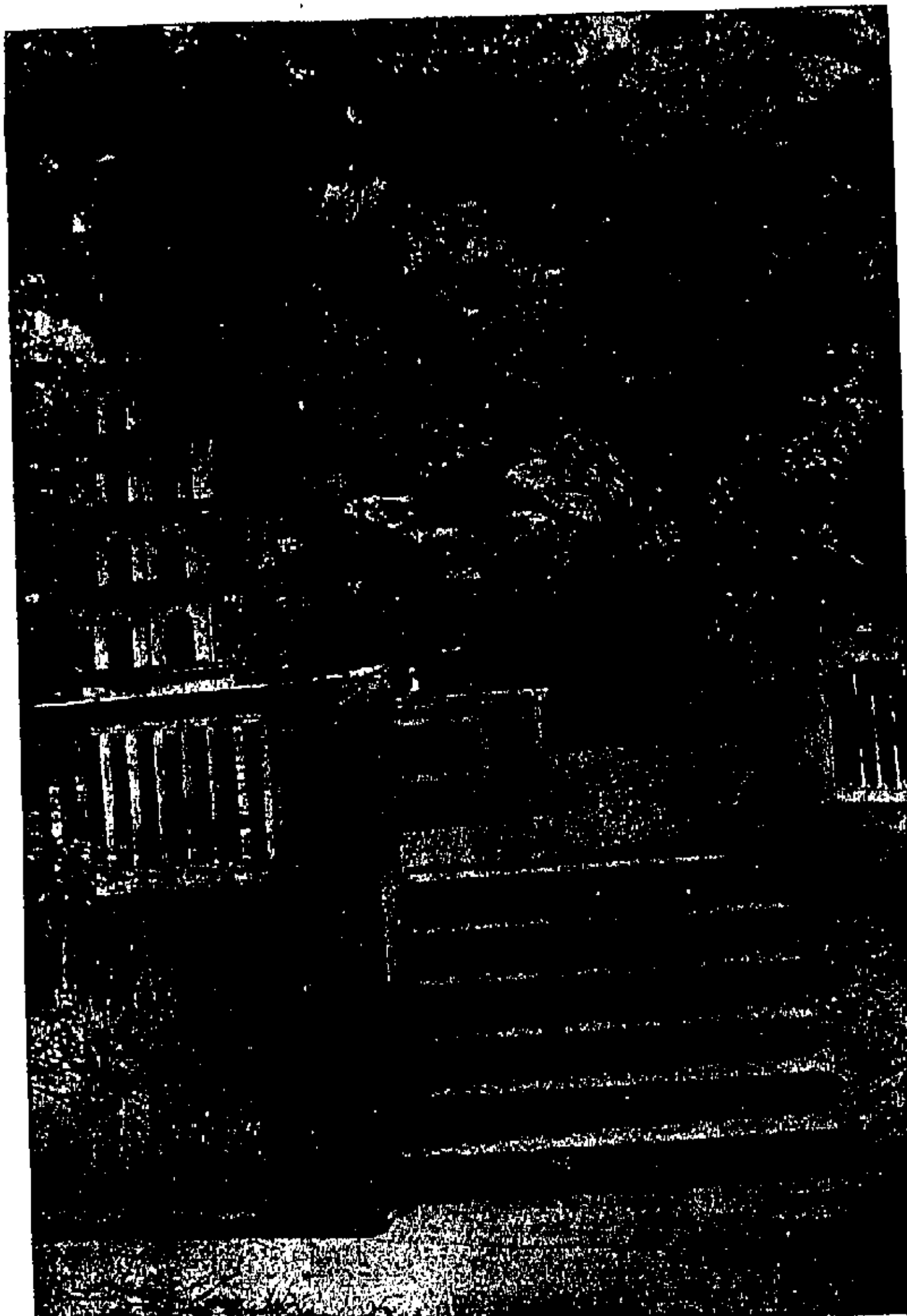


Mr. Liang Kwan-chin, a Canton
official and his adviser, Mr. Ng
Tai-ping.



GRETA GARBO.—With Nils
Asther, in "Wild Orchids," at the
Queen's Theatre, Aug. 8 to 10.

On Left.—GATE WITH SIGNI-
FICANCE.—The construction of this
place at Lee Garden, East Point, has
its conception in the classics and
deserves close inspection by experts in
Chinese folklore.



ODD NUMBER.—Count the number of storeys in the pagoda at left.
It must be "odd"—a belief of the old Buddhist days that it was
auspicious. This miniature pagoda is at Lee Garden, East Point.



MIXED DOUBLES TENNIS LEAGUE.—At Happy Valley on July
29, when Craigengower Cricket Club defeated the University, Hong
Kong, by eight sets to one.—(K. Fujiyama).



BUSY HONG KONG STREET.—Des Voeux-road beyond the Central
Market.



MIXED DOUBLES TENNIS LEAGUE.—At Happy Valley on July
29, when Craigengower Cricket Club defeated the University, Hong
Kong, by eight sets to one.—(K. Fujiyama).



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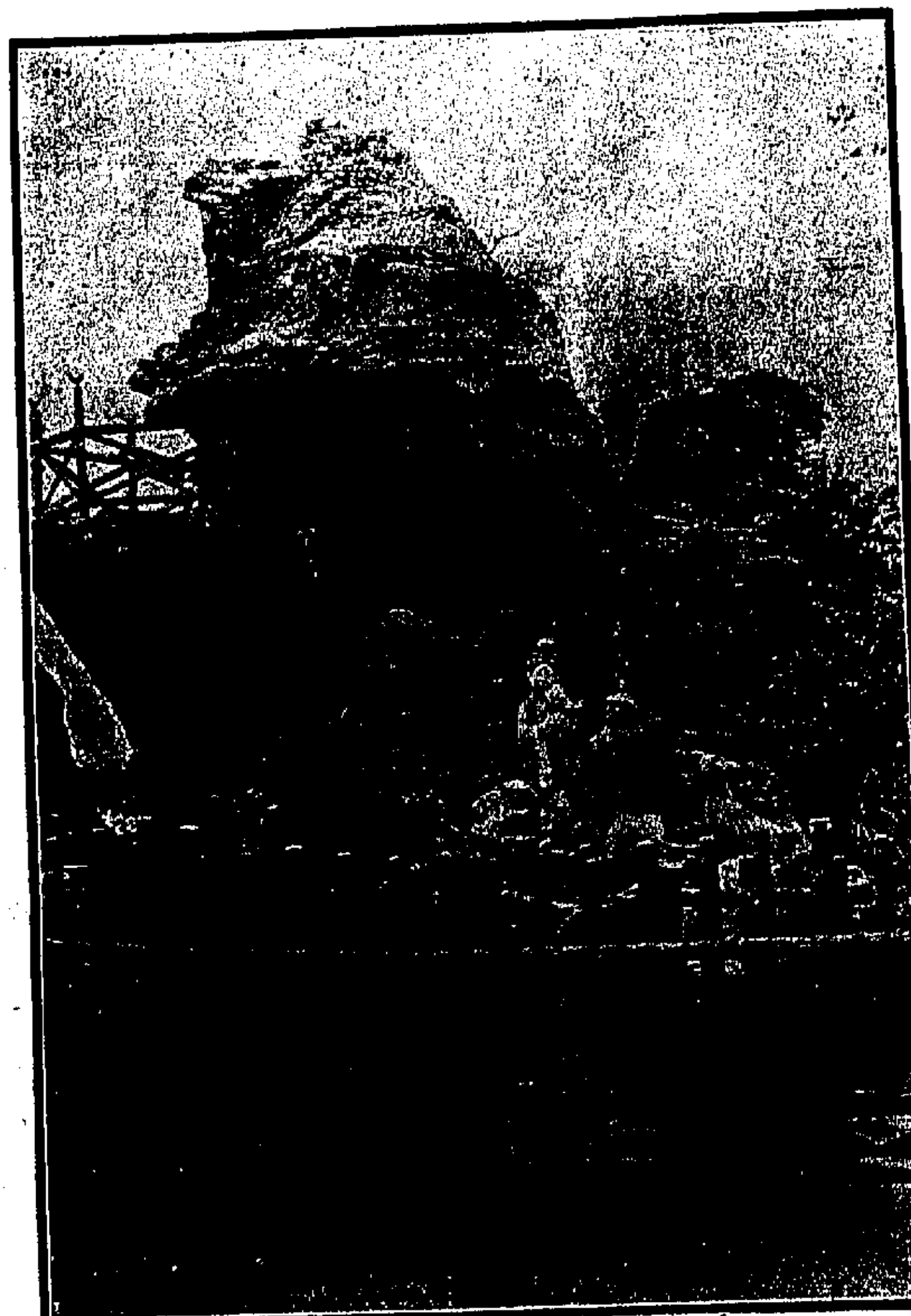
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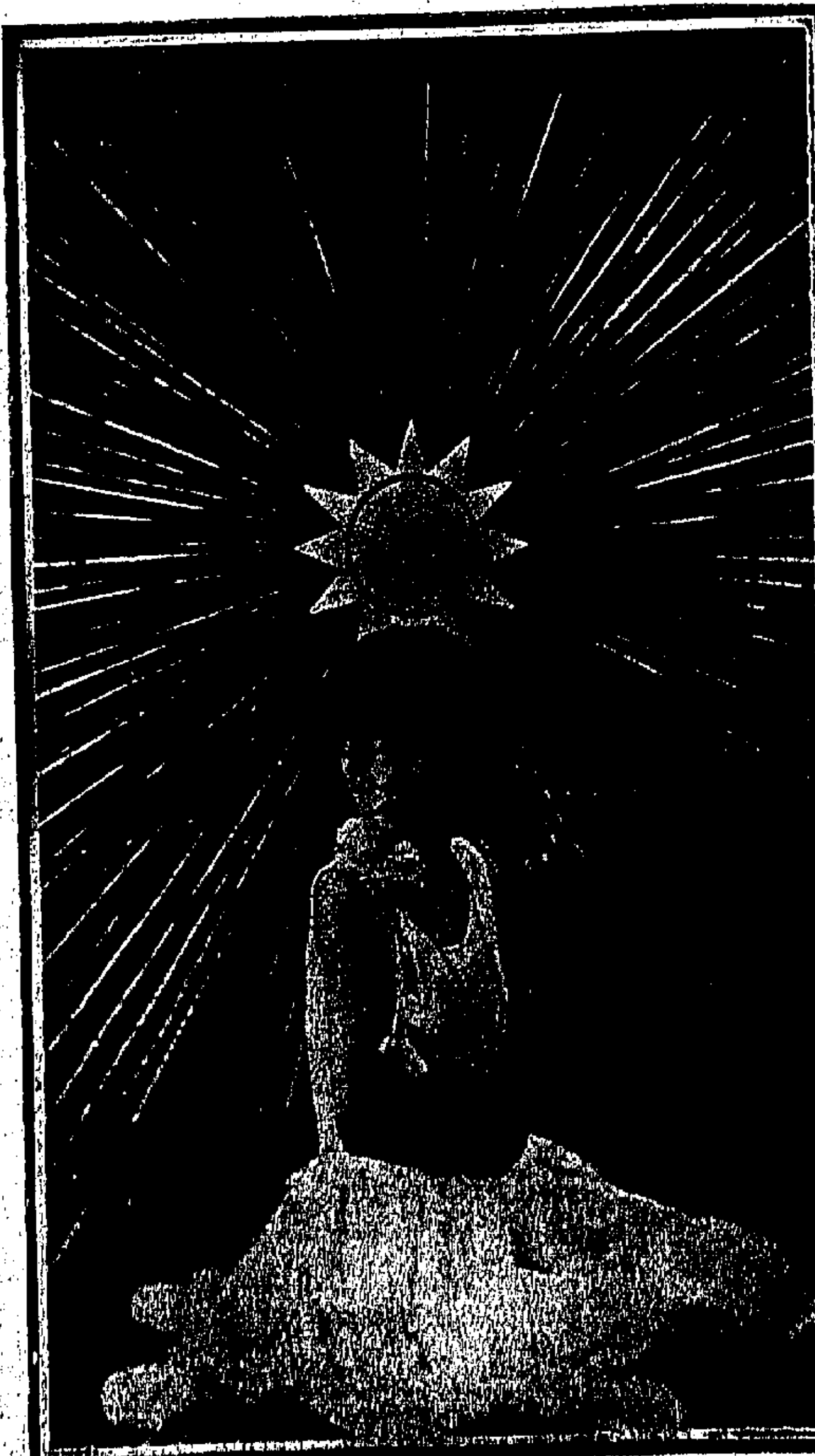
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IN THE WILDS OF SIBERIA.—The old gentleman in this tableau
represents a famous Chinese emissary to the far North who was de-
tained by the Mongol Tartars but one of their Princesses (depleted
here) took pity on him. One of the scenes at Lee Garden, East Point.



MISS FLORA.—A Chinese girl 11 years of age who shows much grace
and promise in classical dancing. She appeared at the recent Famine
Relief Concert arranged in the City Hall by Mr. Ng Tai-ping.

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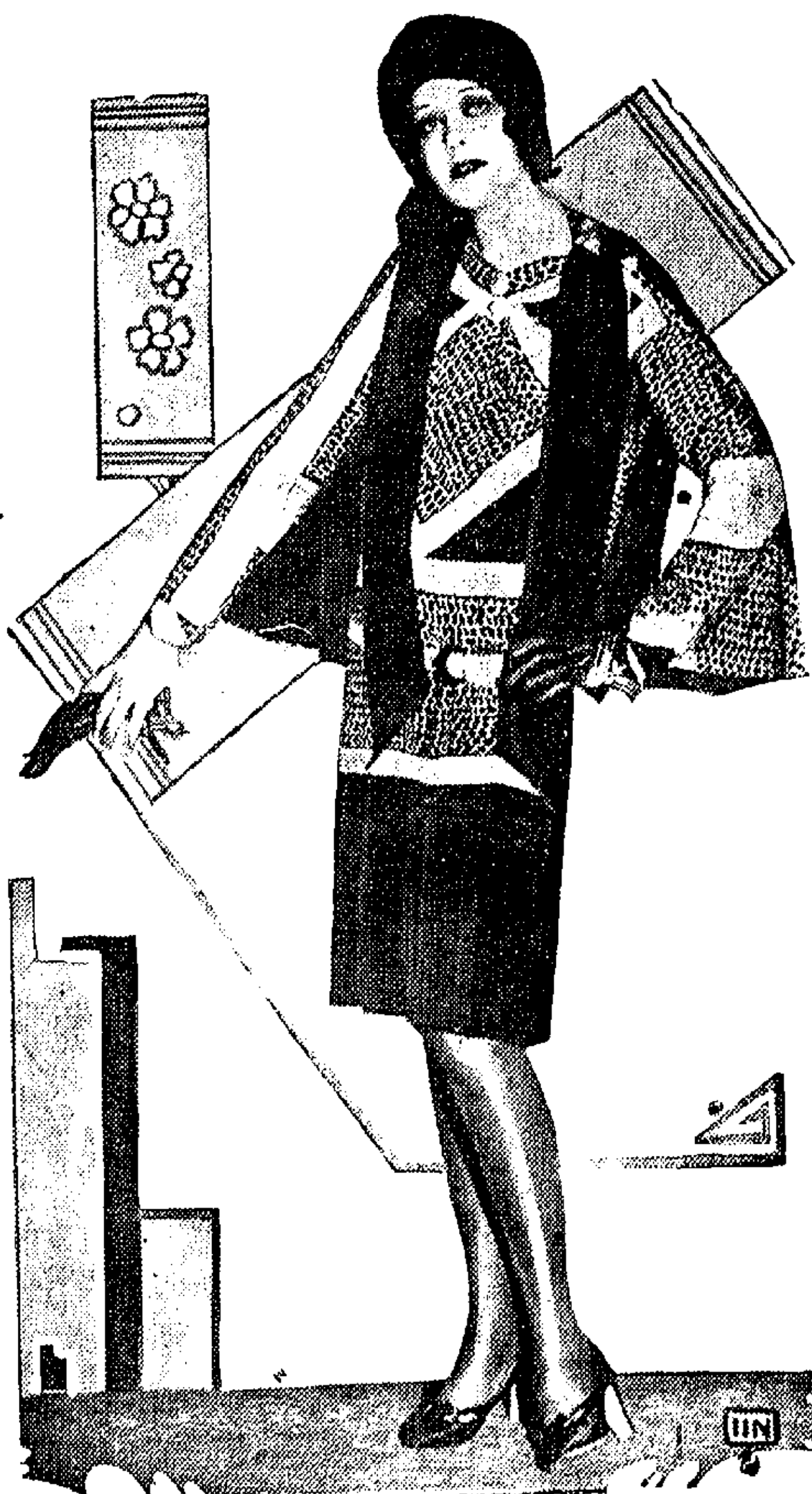
The Woman's Page

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Chic Ensemble



This modernistic costume in black and white makes a stunning ensemble. The popular print is used here in the overblouse, with a black pleated skirt and a short black cape. The black is repeated in the close-fitting hat and the gloves. This is a rare combination of simplicity, chic and dignity.



What Paris thinks is the best in permanent waves. America's ideas were depicted in yesterday's "Cotton Mail."



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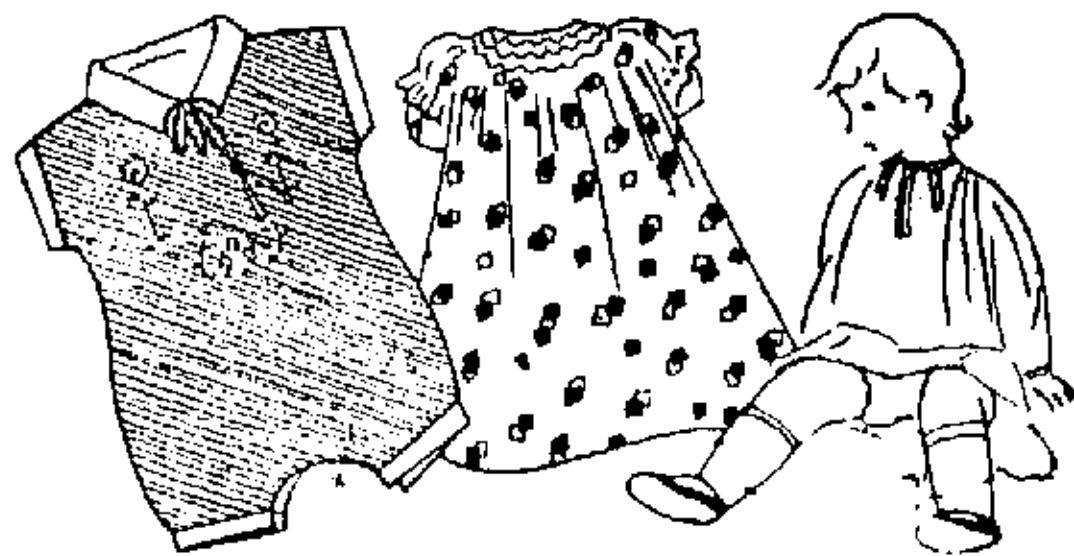
IN

New Season's Styles

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Ladies' Department.



The romper at left might be improved with a monogram. Even the kiddies have taken to "spots" as will be seen in the honeycomb frock in centre. "My aren't they pretty," baby might say.

FLOWERS OF FATE

LUCKY ROSEMARY AND LILAC.

(By Josephine Vincent)

Strange and deep-rooted in the minds of more people than you would dream could harbour them are some of the superstitions and legends connected with flowers. Hawthorn, for instance, lovely scented boughs of whiteness, filling the air with its sweetness, why should it not grace a tall pottery vase upon one's table? But dozens of people would hold up hands of horror and say: "You mustn't bring it into the house. It's so unlucky."

Elder is another tree that must not on any account be plucked for household decoration, though its all luck does not prevent its being used for making elder-flower, nor yet the gathering of its berries for making a country wine. From the elder, so the old chroniclers say, was fashioned the Cross of Christ, and from the hawthorn was woven His crown of thorns, so both are ill-omened from the old association.

Lilac is a flower that should blossom in every country garden, because ghosts never approach a place where the lilac bush dwells. There is lucky lilac, too, though it is as difficult to find as a four-leaved clover. It has a petal with five divisions, and old-time lassies used to hunt the luck-lilac assiduously, as to swallow it ensured a faithful, loving swain.

Woman's Rule

Rosemary is a flower of happy omen in the country. Not often does one see it growing now, but the belief still persists that where the rosemary flourishes the woman rules. "Rosemary, that's for remembrance," sighed Ophelia. Was she thinking of the old French custom of placing a few sprigs in the hands of the dead? In Germany it is used for weaving bridal wreaths.

Marygolds are sacred to the gods in India, and many an idol's brow is decked with wreaths of these vivid-coloured blossoms throughout the season of their blooming. They had their uses, too, in mediaeval England, where every wise buttermilk planted them round the dairy. "The perfume of marygolds," said she, "is poison to witches, who, if you do not protect the churns, will wish away your butter, or ever the milk is put into the separator. No witch will venture where the marygolds riot." Lavender, spreading its purple haze above the bushes, filling the air with fragrance, has a charming story woven round its birth. Originally a non-flowering shrub, it was used by Christ's

mother, during the flight into Egypt, to dry her babe's linen. She had stopped to wash by a flowing brook, and as she wrung out the small garments and strewed them upon the bushes, she wished, as any Eastern woman would, for some aromatic herb with which to perfume them. When she returned a lovely scent was in the air, and beneath the line had sprung up the purple, sweet-smelling spikes.

Glory of Geranium

Mahomet has been made responsible for the glory of the geranium. It was merely a common mallow until his robe brushed against it, and straightway it flaunted a scarlet head of flowers. Daisies were Cupid's gift of stars

from heaven to a meadow that he loved. The first pansies were some youths, who, having discovered Venus at her bath, were punished by Jove for their prying at beauty unveiled. That is why, says the teller of tales, the pansies have such quaint, woe-begone little faces.

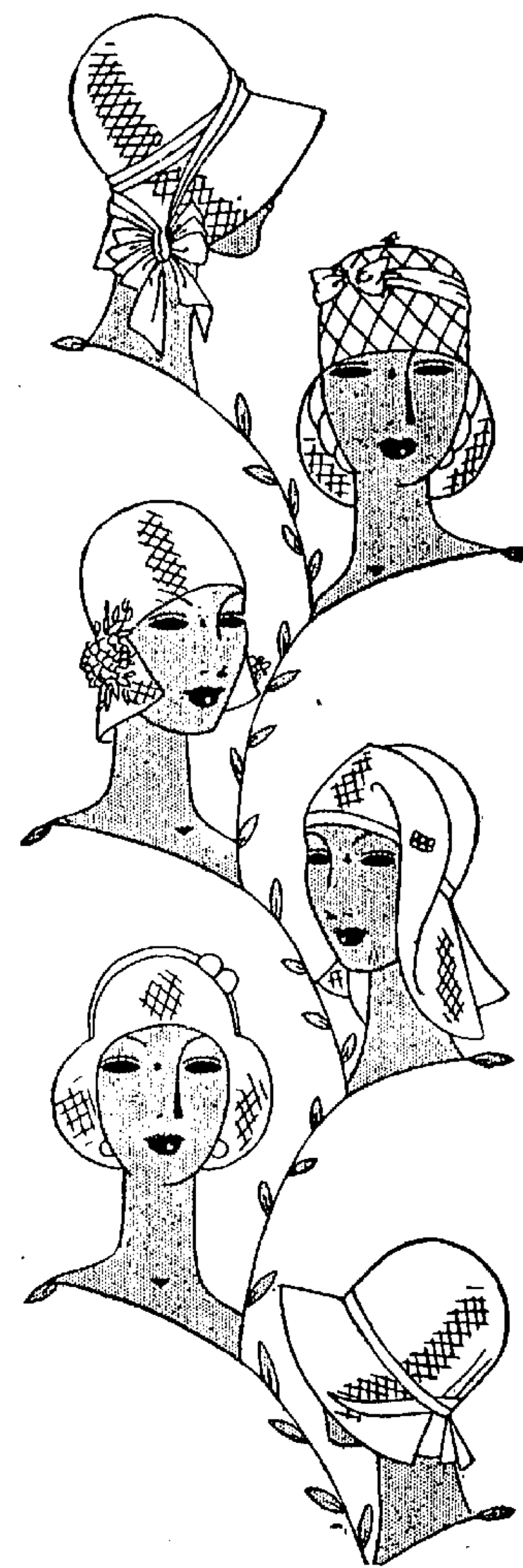
No flower has so many legends concerning it as the rose. In every age, in every clime, it figures. In mythology it is alternatively Diana's flower—a pure white rose; or Venus's emblem—a red rose. In old Greece it was always hung in rooms where affairs of State, conspiracy, plot and counter-plot were under discussion. From this odd custom has survived our expression "sub rosa."

Fancies In Coatees



Box pleats, knife pleats and other pleats can all go to match a fashionable and cool coatee such as depicted in the latest forecast for the end of a Hong Kong summer and the beginning of autumn.

Nice To Look At And To Wear



Ideas conveyed in a London artist's impressions as to what's what at the moment in the sphere of hatdom. As an assembly, they constitute overwhelming evidence why husbands and fathers must pay for at least one for each mood and for each occasion.

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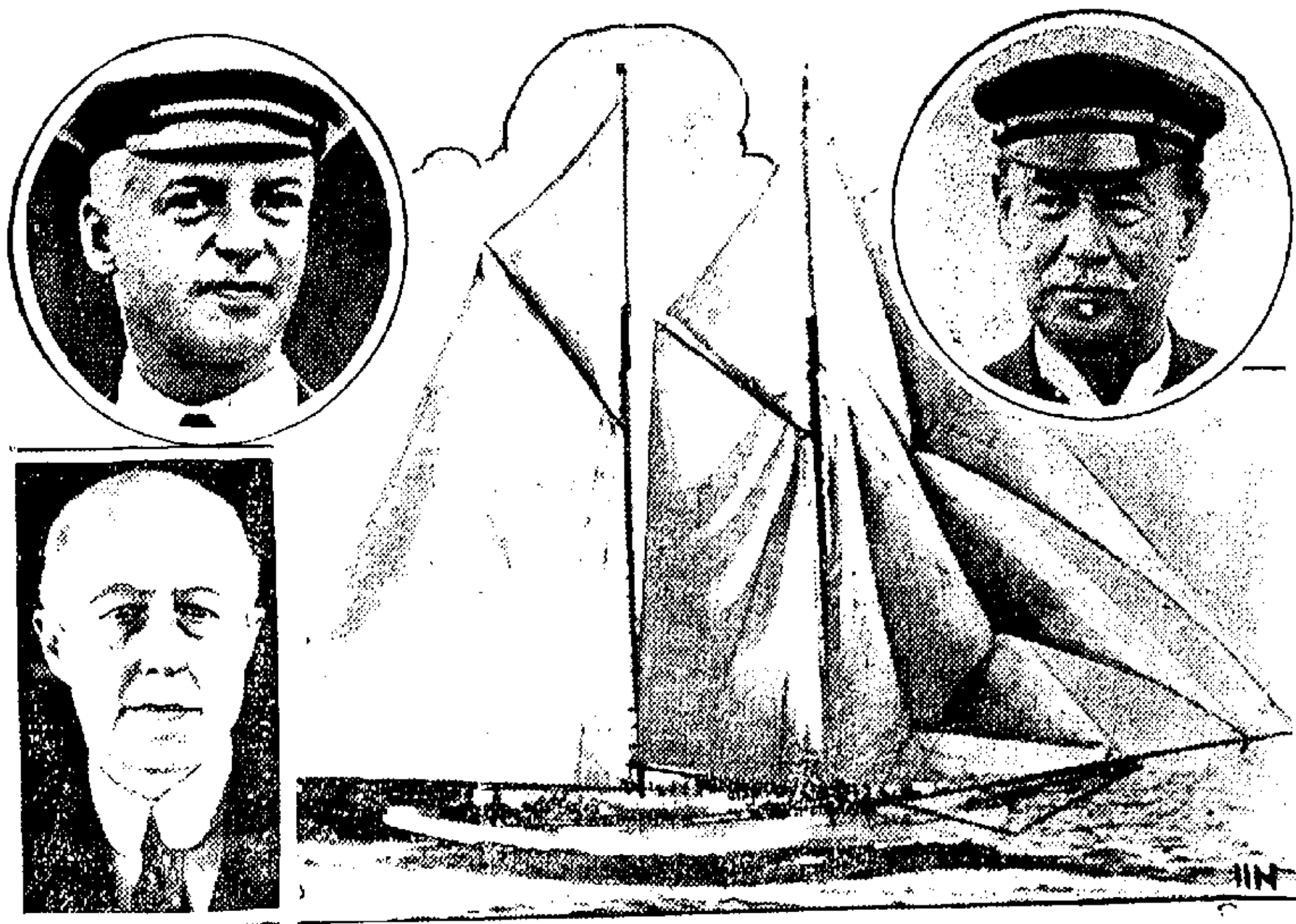
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Challenge Of Sir Thomas Lipton



Here's the good ship "America," the yacht which won for Uncle Sam the first in a series of races with yachts owned by Sir Thomas Lipton, right inset, Irish sportsman. The sixth in the series with the tea merchant is scheduled for September, 1930, and the yacht for that race will probably be designed by C. Sherman Hoyt, left inset, and commanded by Charles Francis Adams, Secretary of the Navy, left below.

American yachting lovers are going to spend a million dollars to defend the America's Cup next year, since the New York Yacht Club has accepted a British challenge for a series of races to be held off Newport, R. I., in September, 1930.

Sir Thomas Lipton, the British challenger, will spend \$250,000 preparing for the event. Lately, sailing Sir Thomas has already spent over \$100,000 on his racing yachts, which have tried five times to win the coveted America's Cup for Britain.

"It will be the happiest event of my life if I win," the titled tea magnate once declared. "And I hope to do so before I die, if the Shamrock IV fails me. If at last I don't succeed, I'll try, try again."

The blue-eyed, jolly Irishman possesses the true sportsman's ability to take a loss with a smile. On his many visits to this country he attends all important events and never fails to receive an ovation from yachting fans. His heavyweight frame and curly, gray hair are a familiar sight in social soirees, also, for Sir Tommy likes to go to tea parties.

He clings to the name of "Shamrock" for his boats, adding a numeral as each succeeding new yacht is built for him. The Irish sportsman made his first challenge for the America's Cup in 1899. He made other bids in 1901, 1903, and 1920, losing each time. During the war, the America's Cup races were suspended for six years.

Sir Thomas' favorite challenger has been a 68-foot waterline ship. A

controversy between the American Racing Committee and Sir Lipton took place in 1907 when the Irish yacht enthusiast refused to comply with rules for a 90-footer. For seven years, Sir Lipton refused to add even a square foot to his race yacht until the committee relented and compromised on a 76-foot boat.

"I am delighted," he says now, "especially that the boats for the new races will be built under the New York Yacht Club rules, which I believe will produce a much more seaworthy type than in the past."

Sir Thomas Lipton's new yacht will be named Shamrock V. The original race for the America's Cup, then merely a Royal Yacht Squadron trophy, proposed for a long time in the Isle of Wight. In 1851 the schooner yacht, "America," having just made a trans-Atlantic voyage, decided to compete in the race, then scheduled to be sailed for the British cup. The "America" won.

The silver trophy was taken to America and eight years later it was turned over to the New York Yacht Club, where it was named the America's Cup in honor of its winner. Races for the cup were sailed in 1870, 1871, 1876, 1881, 1885, 1886, 1887, 1893, 1895, 1899, 1901, 1903 and 1920.

Worshippers Return to Churches



Bells tolling out the good news that the Church-State strike in Mexico had been ended, caused flocks of churchgoers to return to masses in all the Mexico City houses of worship. Below, L. to R., are the principals whose untiring efforts were responsible for bringing about the peace pact: Father Edmund A. Walsh, vice-president of the University of Georgetown; Archbishop Leopoldo Ruiz Flores, apostolic delegate at the peace parley; Mr. Miguel Granados Rorona, former ambassador from Chile at Washington and present arbitrator in U.S.-Mexico Claims Commissions; and Bishop Pascual Diaz, another church representative.

"Battle of the Sexes"



Top, Eva LeGallienne, beautiful actress-producer of New York, who is famous bachelor girl, having refused to marry in spite of many offers of marriage. Bottom, Mary Lewis, another emancipated woman who now holds position on Board of Directors of big New York store. Right, McMonie's statue of "Civic Virtue," which when it was placed in New York City, caused a controversy because it showed a man trampling a woman.

Woman's entrance into business as man's competitor, and her apparent and growing independence, if not actual hatred of men, have raised the cry that there is a great and vigorous battle of the sexes going on.

The battle of the sexes is a term too frequently misused or misunderstood, but commonly ascribed to our new economic era where women go out to work, it really concerns a battle not for money, but for love control.

When people battle for money, be they men or women, they are all of one sex. But the battle for love control is so real that many men have concluded that woman is losing her capacity to love. She has become antagonistic if not a forbidding person to an increasing number of men. They just can't stand women, young or old, they declare.

This point of view may be influenced by their own lack of combativeness to get what they want, or clinging at failure to control this strange creature we call the New Woman. She is so different from the obedient, blushing, timid type of old

Once the very name of woman was synonymous with love. To-day many men when they speak of love turn to the faithful dog or the kindly, noble horse to express what they mean. There is an equally large number of saddened or embittered women who can no longer find the idol of their dreams to love. Men have changed so. Either they are soured on women and refuse to marry, are selfish, or just bold philanderers tasting of the honey of love here and there and passing on.

There is a certain danger of women becoming too dominant. The chief check on it is the established dominance of the male. As long as women compete in business without using their love appeal, they are at a tremendous disadvantage, and there is little chance for a long time yet of her beating man at his own game. Women when they start in business, think it is very easy, because they have been accustomed to getting things with their love appeal and captivation. But when they try to keep a job on their own merits or make money in business, they are surprised to find how little they can accomplish and they early get discouraged.

In other words, woman to-day is still the underdog. She may cause a lot of trouble and backbiting, but she will have to fight a long time before

GIRL'S ACTION APPLAUDED

M. Pelligrini, impresario and restaurateur of Cairo, decided that the night life of Cairo wasn't as lively as it might be made, and that, with the help of imported talent, he might be able to "sell" the idea of a chic and effervescent enchanter to the wealthy and socially distinguished Cairoans. Accordingly, he announced the opening of the Perroquet last January. Three days later into the Pyramid City popped petite and peppy Patricia Storm.

She had been engaged for a run of seven weeks at the Perroquet, from which it may be deduced that Pelligrini thought she was pretty good. Willowy

whipping her opponent—man. In fact, this is one of the origins of her developing capacity to annoy men. It is one of her ways of fighting back.

Miss Mary Lewis is one of the unmarried successful women cited, who that she was elected to the Board of Directors of a large New York department store.

Spirited Dancer Slaps Broker



Left, the Mood twins, entertainers at the Perroquet, Cairo, who laughed when Patricia Storm slapped the financier's cheek. Center, the fearless Patricia Storm, American dancer, in one of her most striking poses. Above, right, dancing team of Doris and Harris, who were also subject to Corizzica's insults. Below, Patricia and her mother camel-riding in Egyptian desert.

and Titian-haired, "Pat" did her stuff enthusiastically and artistically, and Cairo took her to its heart. News of her dancing skill became noised about the city and there was scarcely a notable in town who had not watched her strut. Among the frequent spectators occupying ringside seats at the night club was Corizzica, known to all as "official" money lender to the royal family.

One evening during Patricia's engagement at the club, the Egyptian financier was seated at one of the best tables, as usual. On this particular evening he was in an ugly mood and the entertainment, unusually fine, so irritated him to quite a degree. So

that when Patricia glided out from the shadows into the spotlight's white glare to do an adagio waltz, Corizzica, seized by some imp of mischief, thrust his hand into his pocket and drew out a fistful of small wooden balls. He tossed them on the dance floor, where they remained unnoticed until Patricia, intent on her steps, accidentally trod on one, slipped, staggered, and would have fallen had not a man near by reached out and steadied her.

"You may be the Croesus of Egypt, but you can't treat an American girl that way!"

And with that stinging remark, the tiny hand of Patricia Storm, dainty little dancer, inflicted a smart slap on the swarthy cheek of the financier. As the burning impact of Patricia's fingers clashed against the infuriated man's face, hubbub broke loose in the Perroquet, smartest of native night clubs. Slappers and slappage glared at each other; Corizzica tried to thump Pat; British and American girl partisans and spectators cheered Pat to the echo, with the inevitable climax that the moneyed disturber was unceremoniously hustled out into the chilly night.

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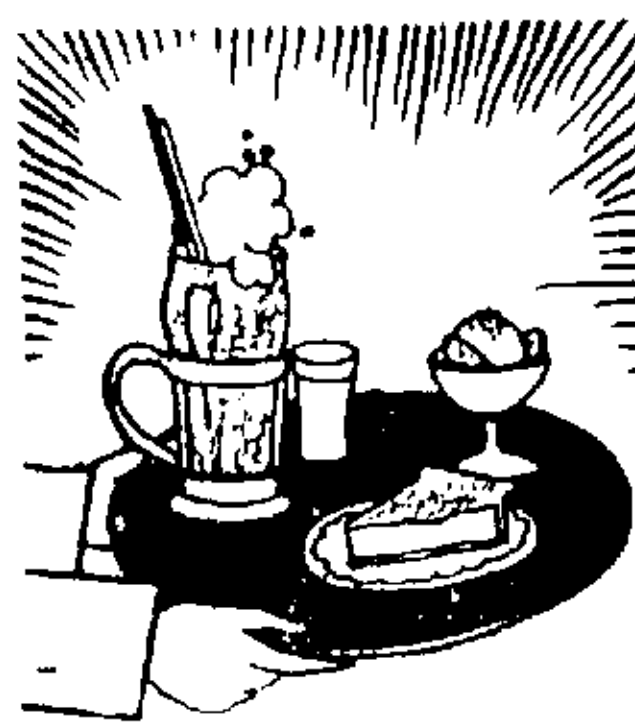
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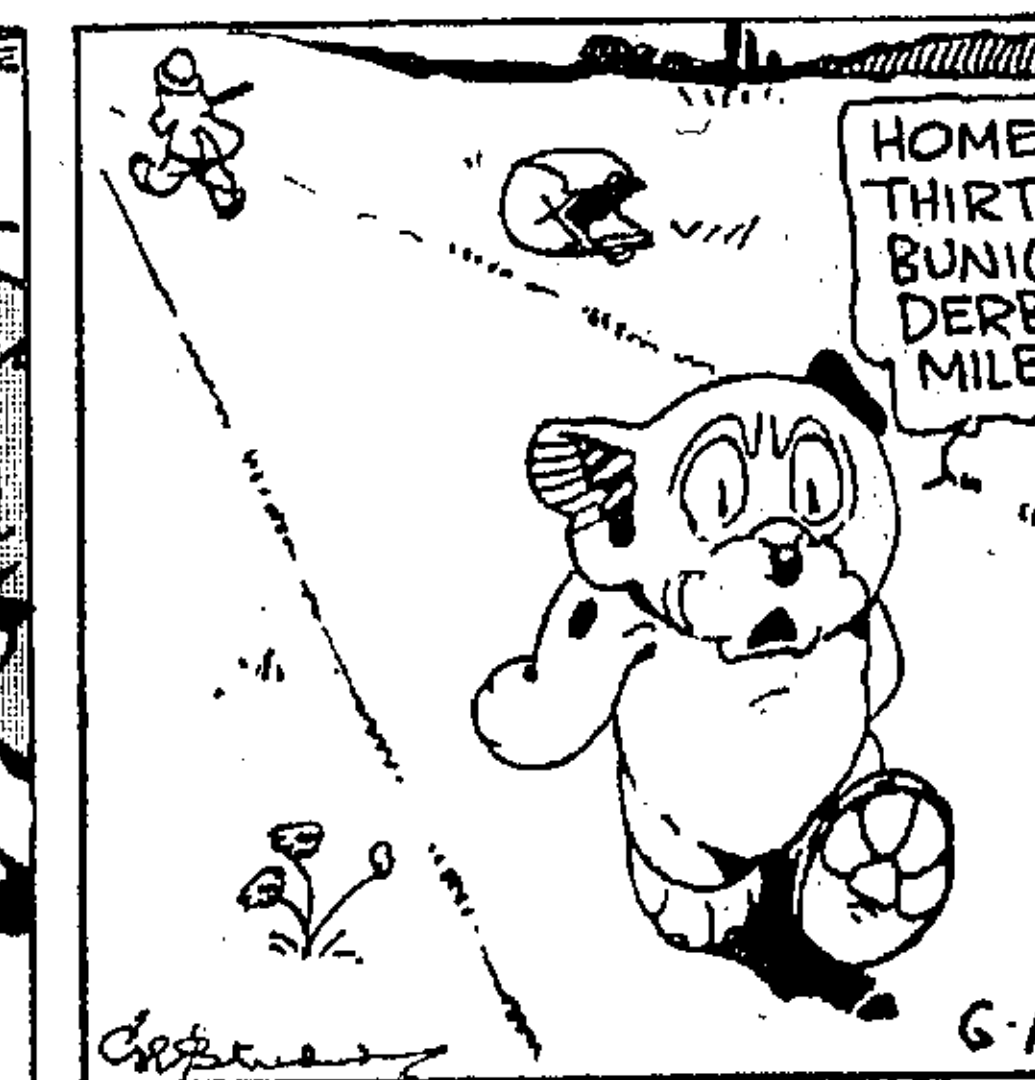
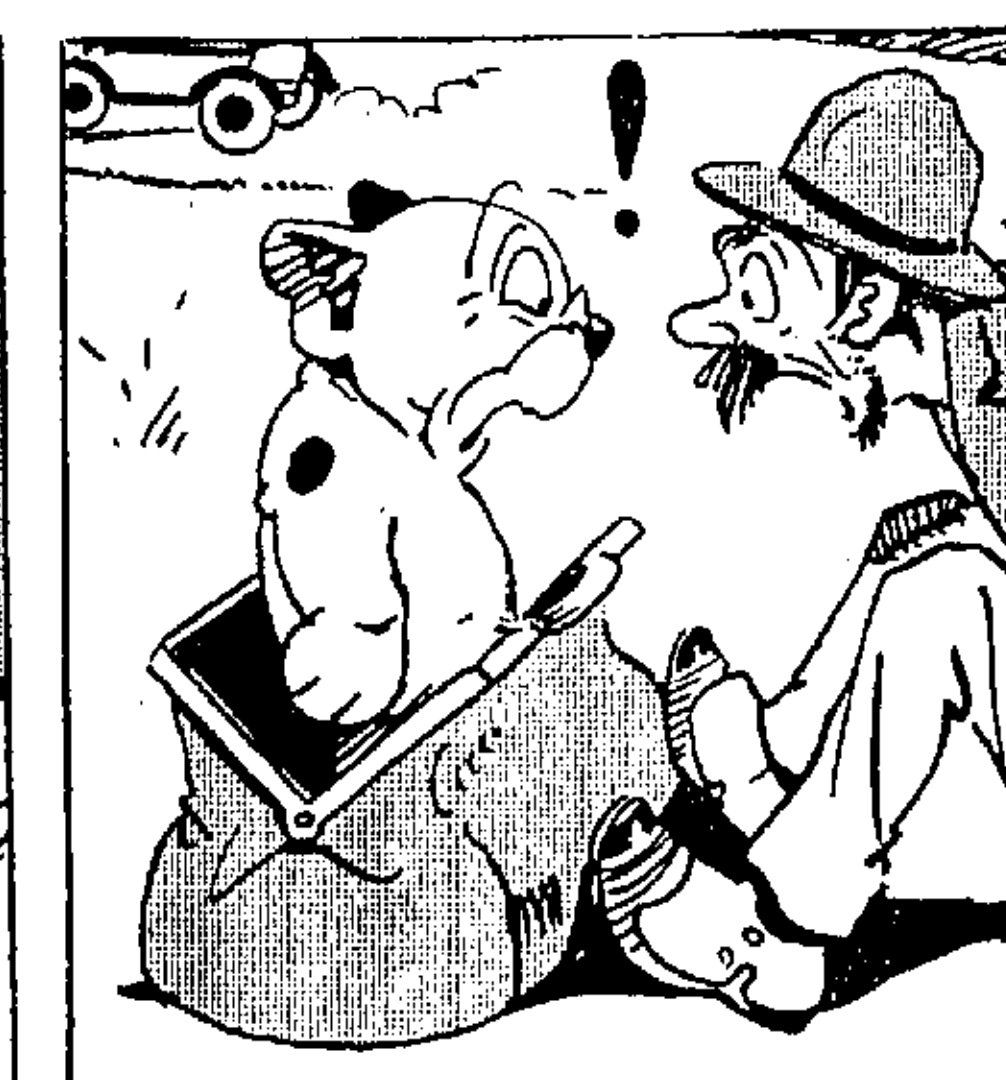
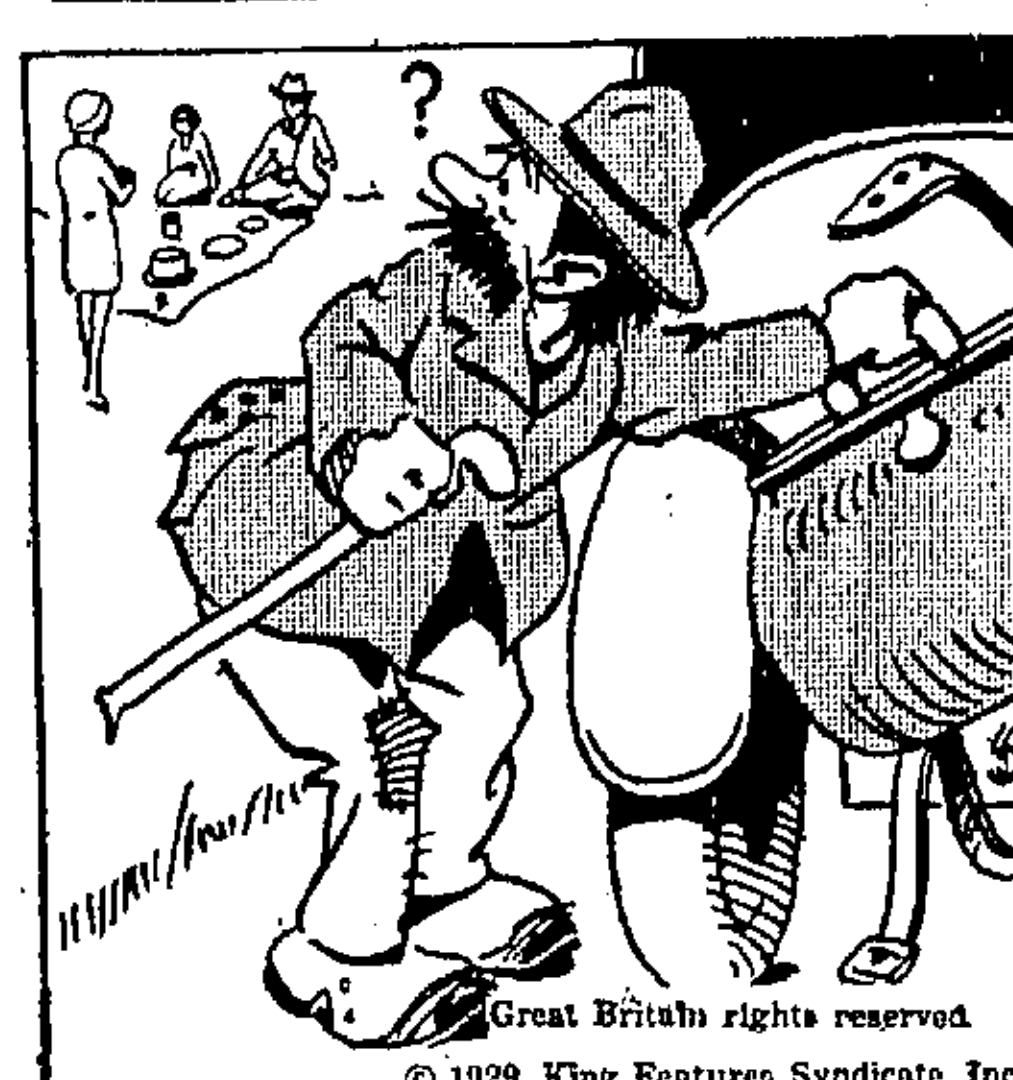
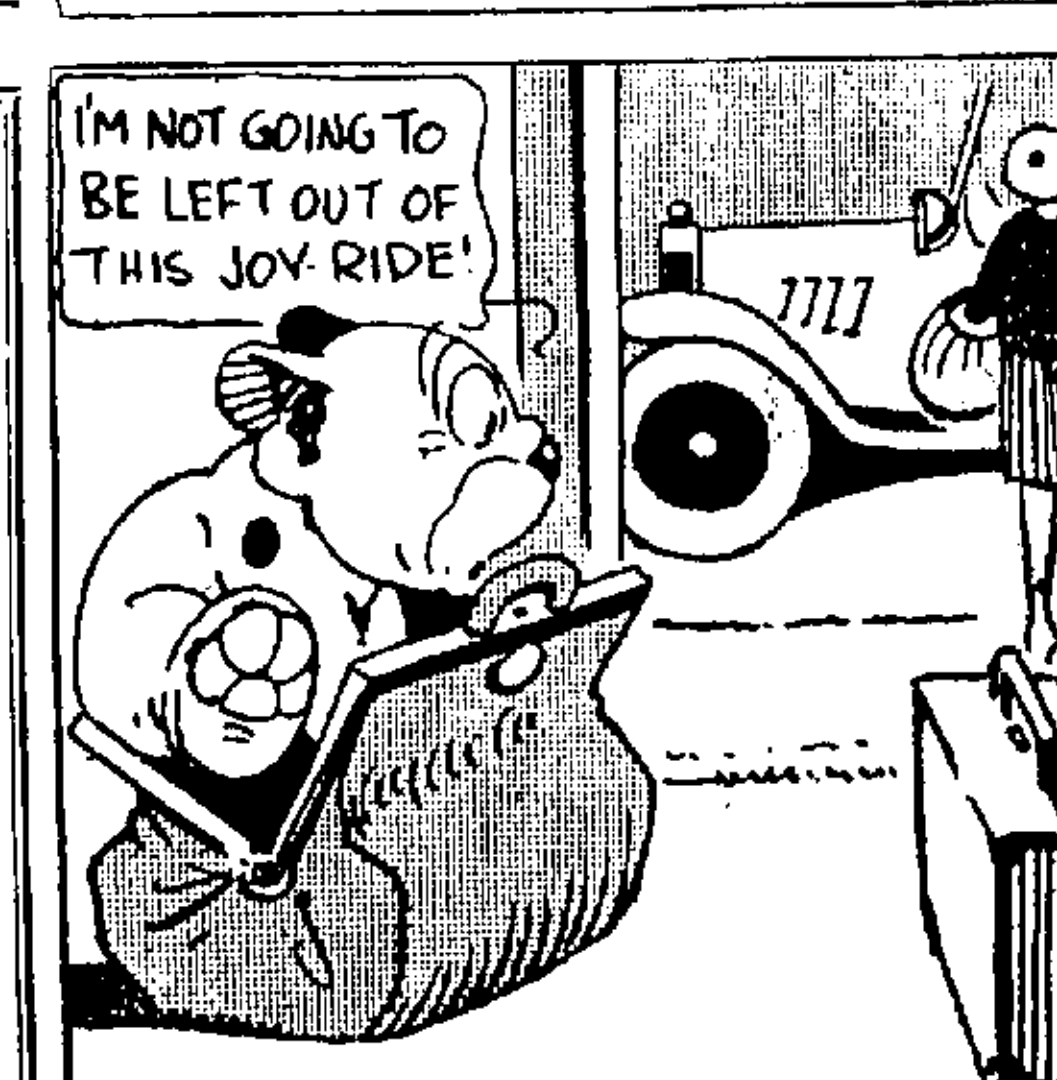
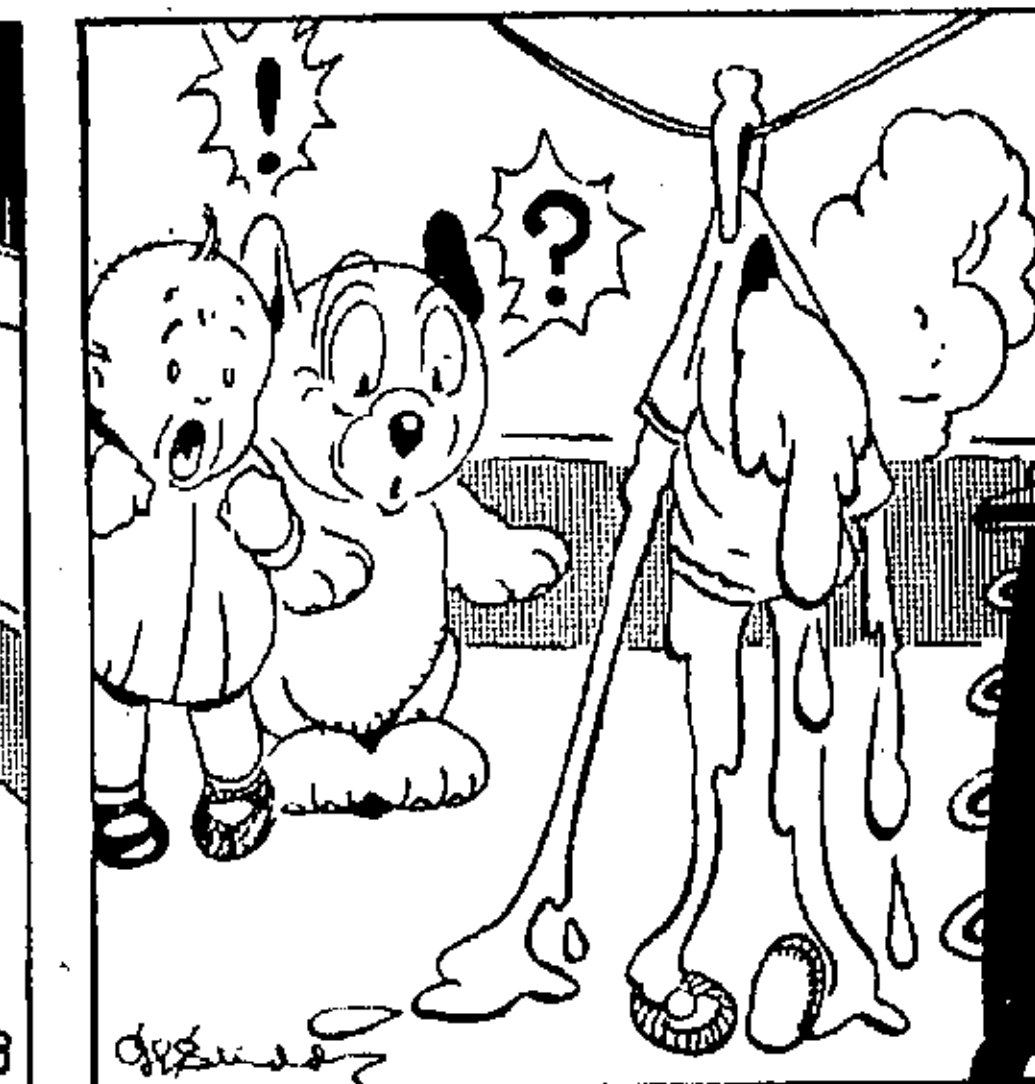
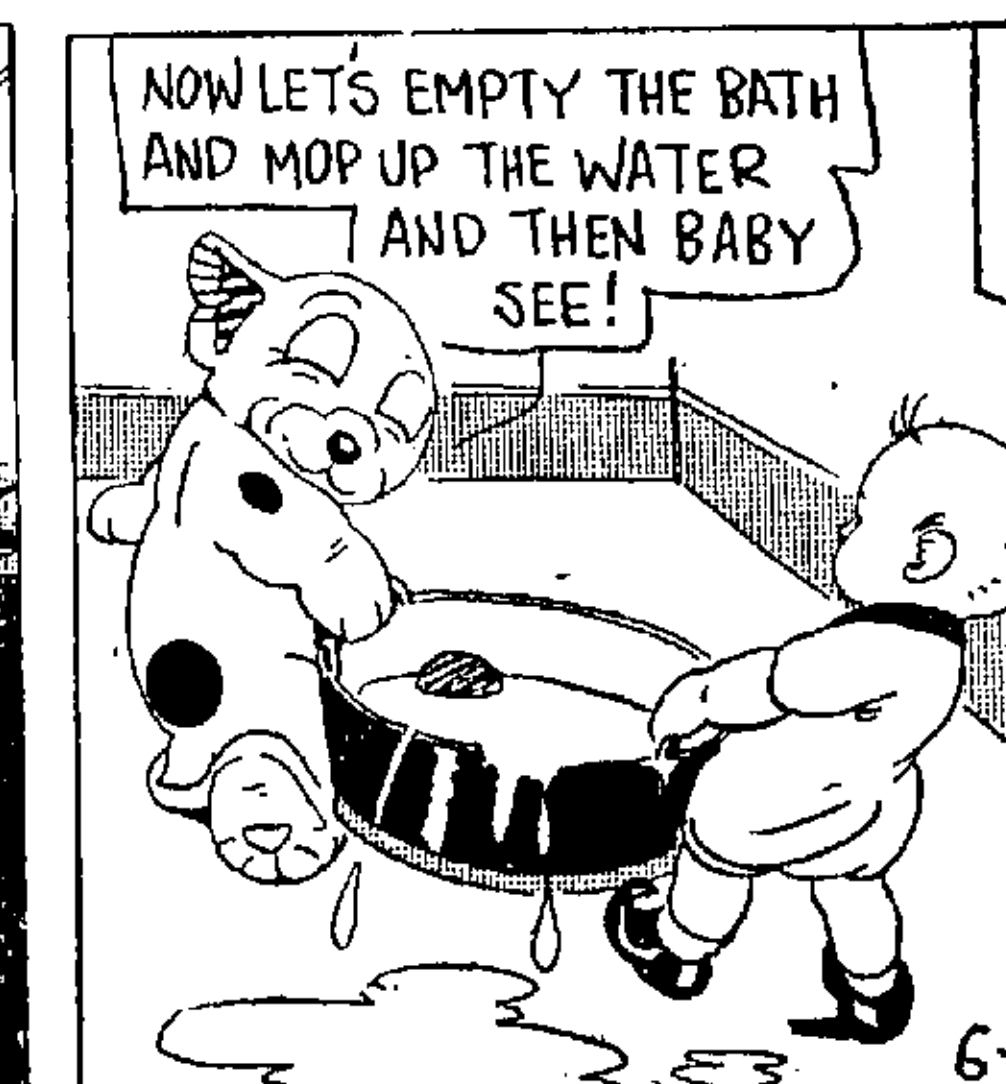
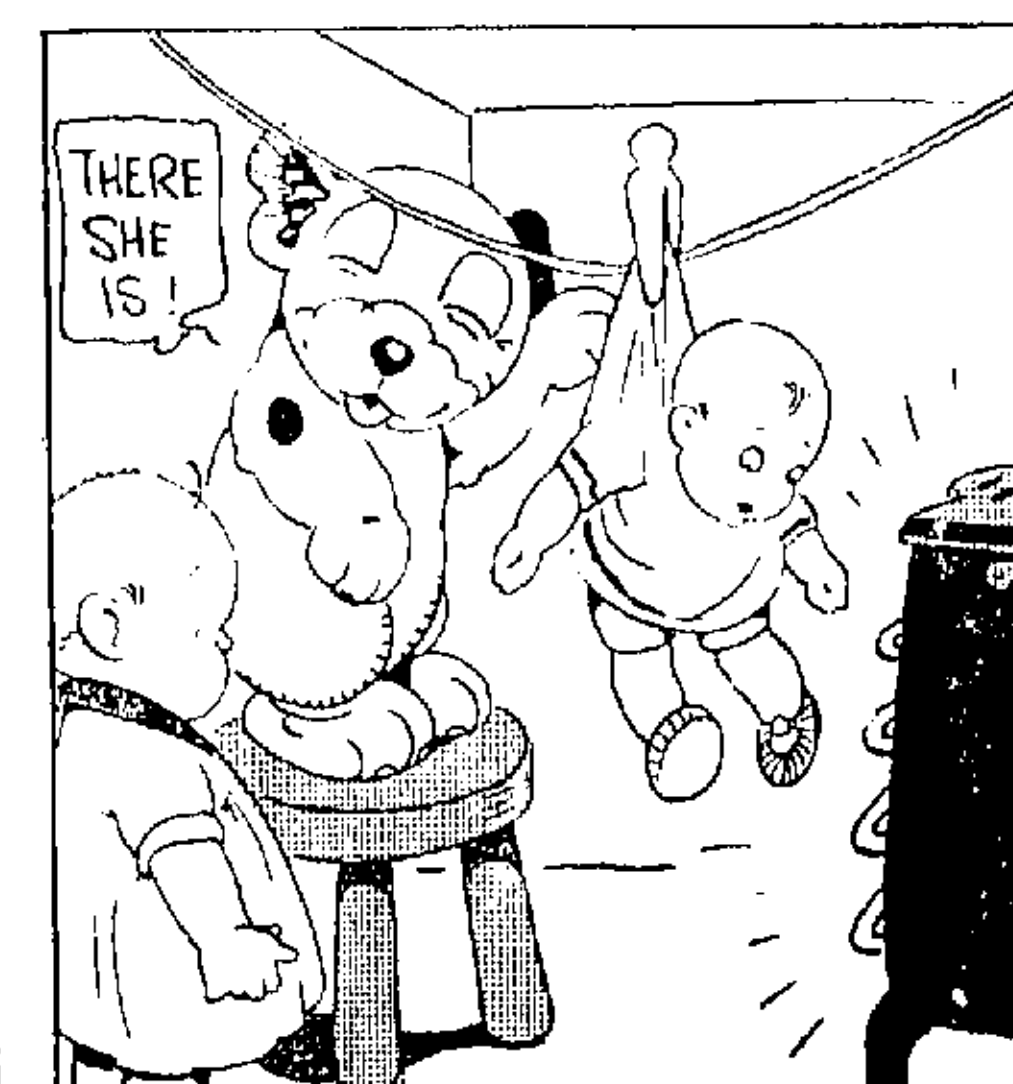
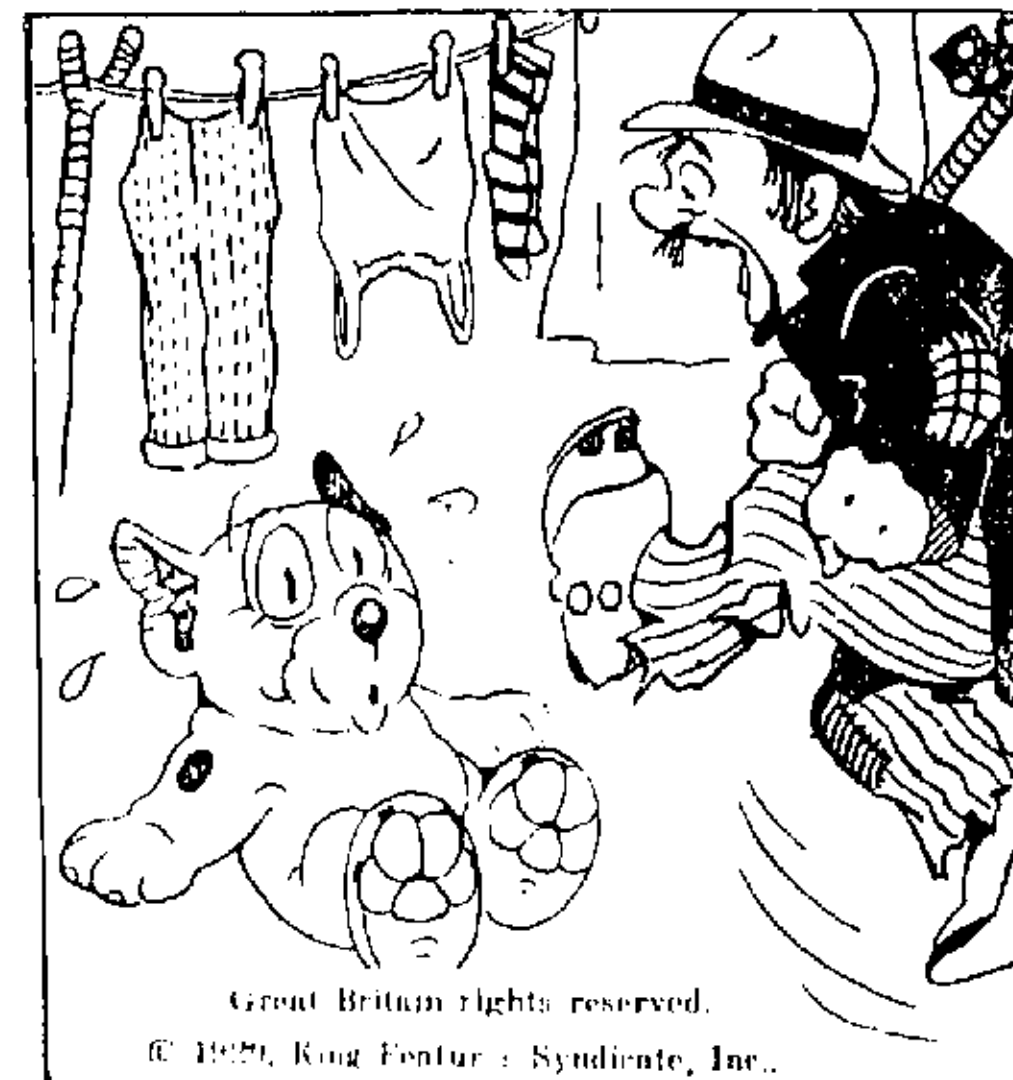
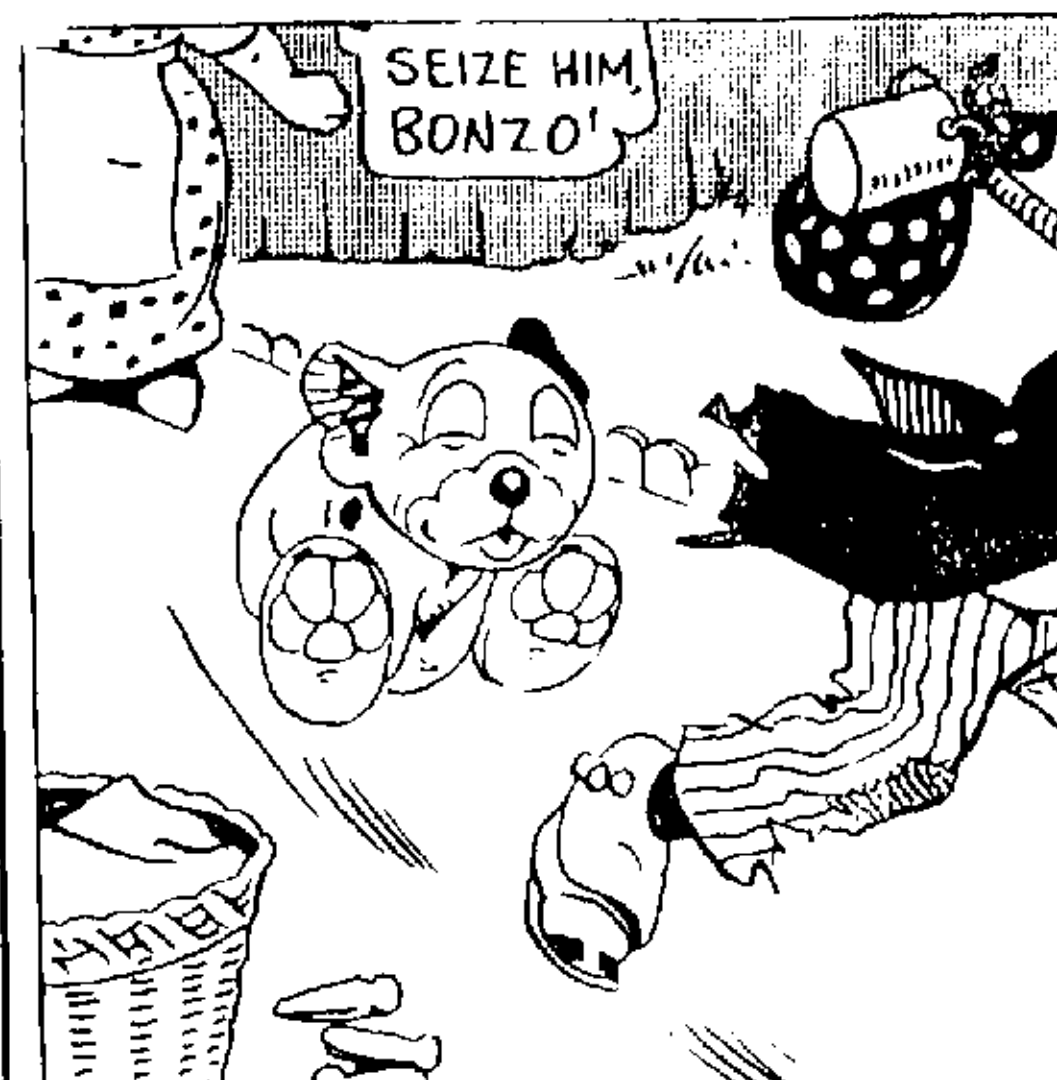
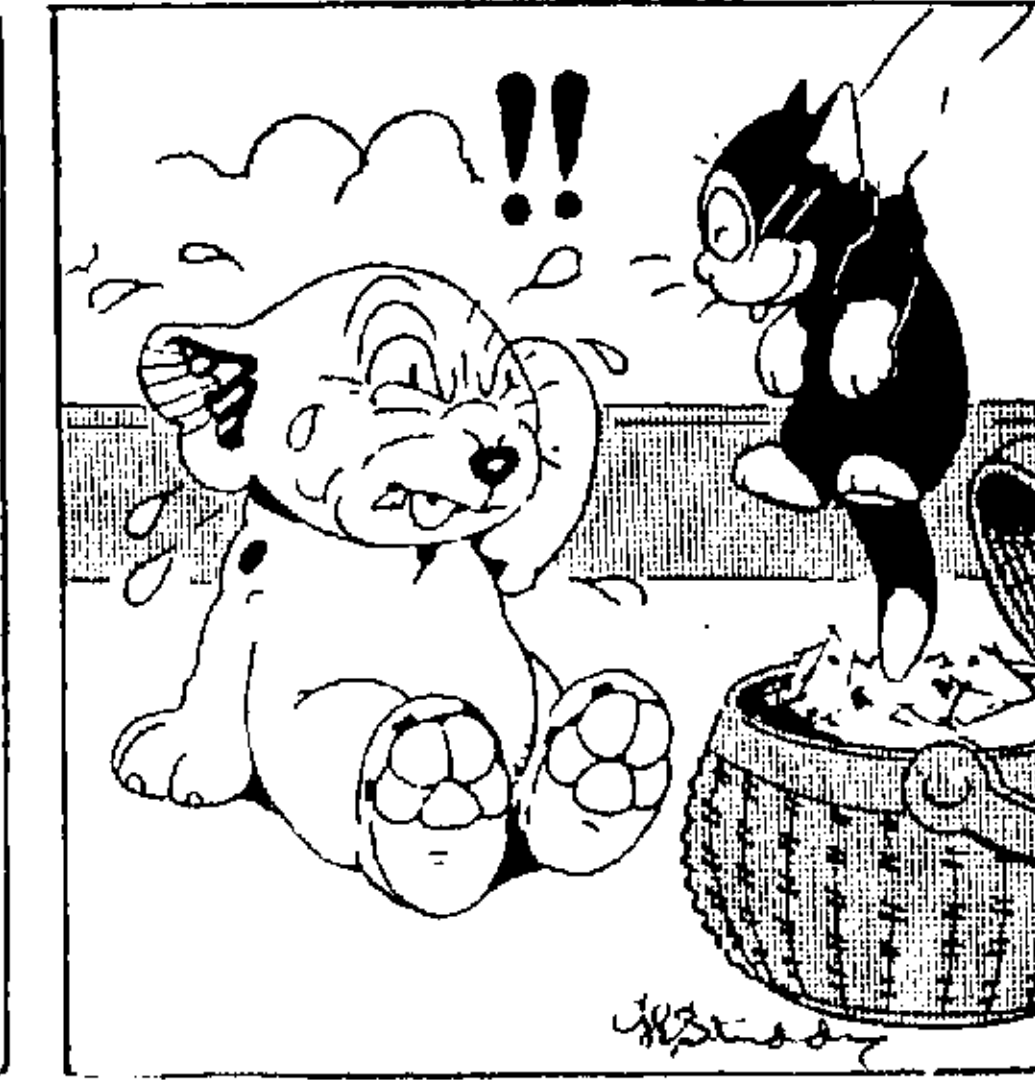
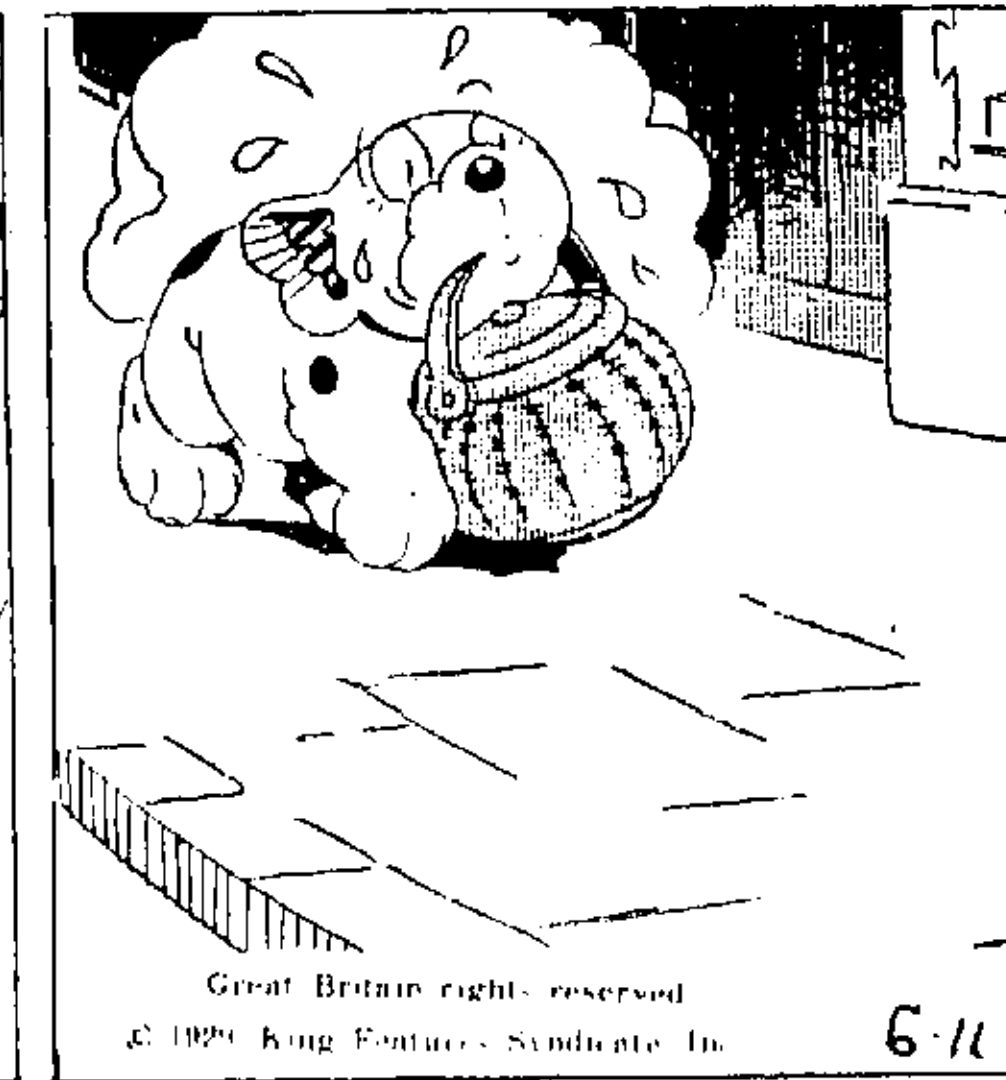
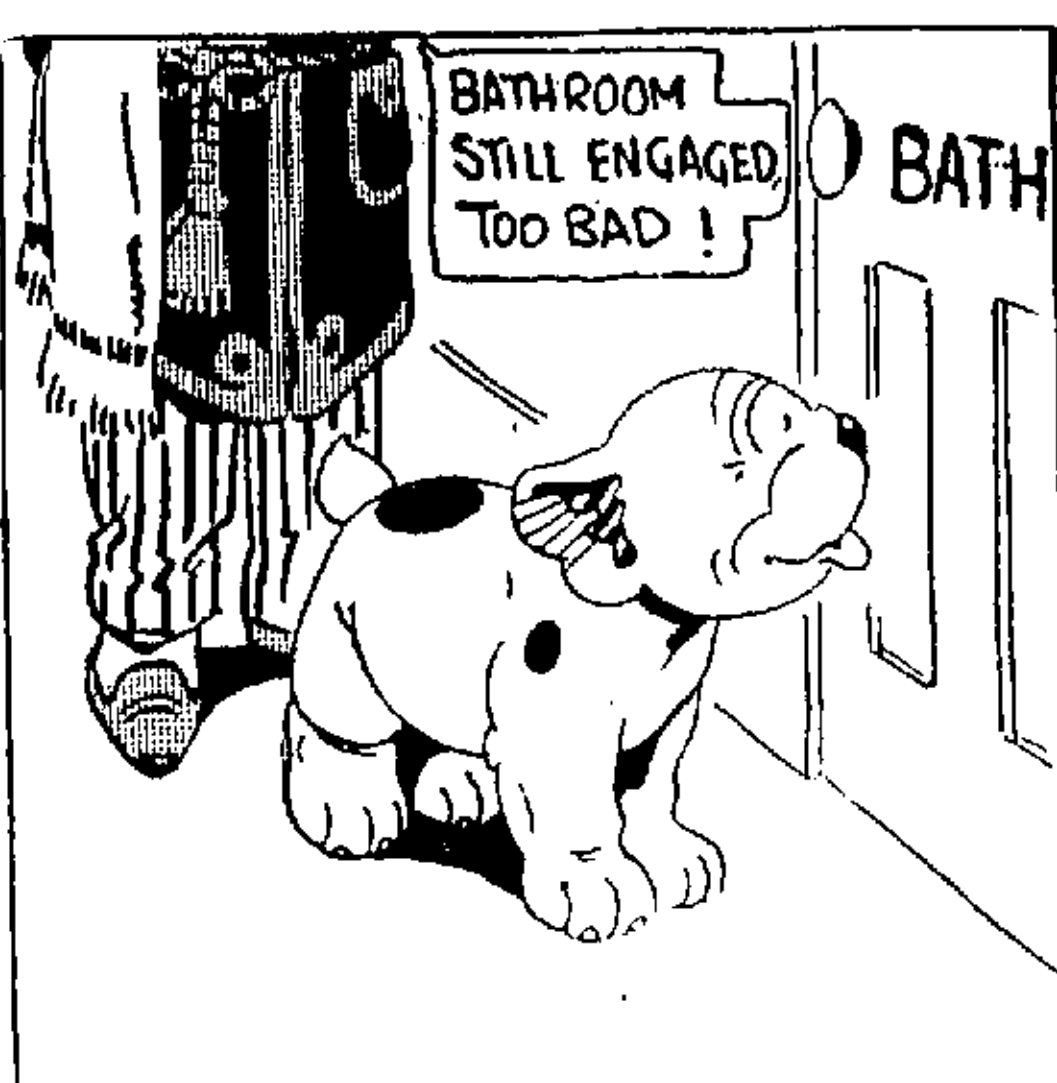
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BONZO

By George Studdy



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LETTERS TO THE EDITOR

CHINESE CALAMITIES

Sir, In view of the continued terrible sufferings of the people in Honan, Kansu, Shensi, Shansi, Kichau, Chahar, and Suiyuen on account of famine, some particulars of which have from time to time appeared in the Press, the Tung Wah Hospital has opened a subscription in relief of this famine.

I shall be glad if all those who, out of pity for the appalling conditions now prevailing in these Northern Provinces, would like to subscribe something to this relief, will be kind enough to send in their contributions to the Tung Wah Hospital.

The Yunnanfu disaster has already been reported in the English Press. The Kwangtung and Kwangsi Associated Chinese Chamber of Commerce in Yunnan has written to the Tung Wah Hospital appealing for subscriptions. A similar appeal has also been received from the local Association of Yunnan Merchants. The disaster was the result of a terrible explosion in the Northern suburb of Kwan Ming, Yunnanfu. According to the information received by the Tung Wah Hospital, over a thousand buildings were destroyed; the number of killed amounted to over a thousand, and the number of injured to nearly 10,000.

The Tung Wah Hospital therefore appeals for contributions in aid of this disaster also.

All cheques should be made payable to the Tung Wah Hospital accompanied by instructions as to which fund the contribution is intended for. All contributions will be gratefully received and acknowledged.

Yours, etc.,

M. K. LO.

Chairman of Directors.

Hong Kong, August 3.

SEARCHING ON KOWLOON BUS

Sir, Permit me a little space in your valuable columns to comment on the above.

I was on the No. 8 Bus from Kowloon Tong to the Ferry this morning and while approaching the Mongkok Fire Station an authoritative European Sergeant came across the road to stop the bus. Immediately after, a squad of Police, Chinese and Indian, boarded the bus and pounced upon the passengers. The "stand and deliver" way they adopted was a distinct reminiscence of old Dick Turpin. After the search—I say it was thorough occupying fully 10 minutes—they left the bus and signalled the driver to proceed on his way. I looked behind expecting to see a whole "queue" of buses lined up awaiting their pleasure, but to my surprise they were allowed to go unmolested.

Now, I do not understand the attitude the Police adopt in searching one bus and letting the others go scot free. It seems to me that the No. 8 route buses are the suspects. I have to confess that within this week I was searched on no fewer than six occasions and all the time in the No. 8 buses. It may be a coincidence or acting in accordance with instructions, yet I cannot help but think that the Police regard the Kowloon Tong residents as something more dangerous than the rest of the community. In that case I would throw inconvenience to the winds and walk or take routes other than No. 8 rather than be subjected to the intolerable searching. An old lady who was also a passenger remarked, after the searchers had left, that she was "scared to death" and actually trembled when they uttered the "stand and search" command.

I do not know why, with all the brains and training and experience behind the "big guns" of the Police, they should have taken this step which is as ridiculous as it is foolish, and entirely devoid of common sense.

While I much appreciate the end-less pains the Police have taken to safeguard the peace of the community, yet this way of searching for illicit arms, etc. would certainly be a failure, especially the search of respectable citizens to and fro office. Imagine a man who is engaged in lawful occupation, his "weather eyes" observing that the buses are being searched, would he still be foolishly enough to board one and get pinched? I doubt it very much and that is saying a lot. If I were him I would stow carefully away all that is illegal and walk leisurely, eye in front of them, with the Police none the wiser.

Is there any case at issue where illicit arms, opium or literatures and the like are found on the buses? If the worse comes to the worst, why not turn out the whole Police force, including the reserves, to search every house and every one that would surely be a safer means to prevent trafficking in anything

illegal and a sure way to eliminate robberies.

Yours, etc.,

ANNONY.

Hong Kong, August 3.

SEAPLANE FLYING

Sir,—I have read Mr. Vaughan Fowler's letter concerning the proposed Seaplane Flying Club for Hong Kong and I was extremely surprised to note that he made no mention of lady members. Perhaps he will be good enough to explain if ladies will be permitted to join the club either as full flying members or associate members.

Yours, etc.,

LADYKILLER.

Hong Kong, August 1.

[We are informed that ladies can be admitted as members.—Ed. "S. H."]

HONG KONG AMUSEMENTS CO.

Sir,—Although not a Director, I do happen to know a good deal of the inside workings of the above Company.

It seems to me rather an extraordinary thing that the Chairman at the general meeting should have gone out of his way to make some very favourable comments regarding Mr. Ray's service with the Company.

On this account the Directors are evidently not in a position to give a reply to the criticisms re pictures, as actually, practically all these pictures, which the Directors must agree are some of them not good, were contracted for by Mr. Ray before his resignation, notwithstanding the oft repeated complaints that the films were better during his regime. Having been contracted for by a responsible servant of the Company, they must be taken up. Reginald Denny pictures—I believe they are Paramount efforts—and other good pictures from the same studio, had to be discontinued for some time, owing to difficulties this studio's representative had with the late Managing Director. Gradually these difficulties have been smoothed over, and we are bound to see more of this excellent studio's production as time goes on.

As regards the pictures shown, it is a well known fact that in contracting for a series of pictures issued from a studio, the purchaser cannot pick and choose if clients are to be catered for, as if a regular service is required the producer must take all or none. Further, the question of what is an attractive picture or not, I thought was a matter of individual taste, however, I now see it is all a question of degree of intelligence, but anyway the result is the same, what suits one does not suit another, but it requires a much higher management than any mortal one to put this right.

As regards price, for a decent seat in a London cinema show the price is 5/- which is 150 per cent. more than the same class of seat here. The chief picture in a London show runs for at least three weeks constantly, whilst here owing to the less population, it is necessary to have a change of picture three times a week. Even the lowest degree of intelligence, and I venture to hope the highest degree of intelligence also, can see the risk of getting a certain number of poor pictures if the management has to get 156 pictures per annum, i.e., three per week, instead of 17 pictures per year or once every three weeks. It reflects greatly to the credit of the management the fact that almost ten times as many pictures are bought for display and yet the seating prices are kept at such a low figure in comparison with more thickly populated areas.

As regards choosing of pictures for the foreign clients by a Chinese staff, this, if it were done, would of course be suicidal. Actually the pictures are chosen by the issuing studios, who contract to give a regular supply, and the Chinese staff can be neither praised nor blamed for the pictures being good or otherwise. They must be shown as received, or there would be no pictures to show at all, and although some of your correspondents might think this a blessing judging from the trend of their letters, there are many others who would "be very sorry."

The enticing advertisements are also supplied by the advertising experts attached to the same studios, and are sent with the pictures, so if they are misleading, then the entire world is being misled, as I venture to hope that even the average intelligence will realise that none of the Metro Goldwyn, Paramount, etc., pictures is made exclusively for Hong Kong.

In conclusion, if any sufficiently interested person cares to purchase any of the recognised cinema

magazines, and refers to the names of the leading studios, and takes note of the releases of the Hong Kong Amusement Co., it will be found that films from all the best studios are shown here, and surely the highest intelligence cannot expect better than the best.

The handsome profits the Company has made, notwithstanding having purchased a constant supply of first releases from the leading studios at a price evidently satisfactory to the studios concerned, points to the fact that the theatres must be well patronized, and this must mean that at least a good many patrons in Hong Kong are well satisfied.

Yours, etc.,

X.Y.Z.

Hong Kong, August 2, 1929.

FOOTBALL MATTERS

Sir,—I beg you will kindly spare me a little space in your esteemed paper re the football matters at yesterday's Council meeting.

I am sure many of your readers cannot find any concrete reasons given by the Council for turning down the question of the proposed charitable competition, other than that the almighty and supreme Council think that they were slighted because they were informed a bit too late (one hour).

I hope the Council will realise that many people are anxious to see a football competition before October, and now there are eight Clubs who are willing to play, and this charitable competition will in no way interfere with the season of the H.K.F.A.; therefore, why should they not allow others to do what they have considered that they themselves cannot do?

If the Association has no control of friendly games between any of the affiliated Clubs why should they claim the supreme control of charity games and turn these games down when they like? Do they mean that only they themselves can arrange charity games and run charitable competitions and no one else is allowed to do any charitable work? Surely anything given to the Society of St. Vincent de Paul is very deserving, as it is an institution of more than fifty years old and looking after about two hundred poor local families without any discrimination of nationality or creed. Besides, I have learned that the gate receipts of this proposed competition are intended to be shared with several institutions as the M.C.L. and the Tung Wah Eastern Hospital, etc.

In conclusion I hope the H.K.F.A. will not be so haughty as to think that they were slighted when they were informed a bit late, and not be so narrow-minded and ridiculous.

Yours, etc.,

BROAD-MINDED.

Hong Kong, August 1.

TOBACCO CASE

"Privileges of Government Servant"

K.C.R. EMPLOYEE FINED

He has been doing this for three and a half years, in spite of the fact that I warned him not to was the statement made by Traffic Inspector F. Winyard of the Kowloon Railway, when Leung Sang (28) a signalman employed at the Hung Hom Station, was charged at the Kowloon Magistracy on August 3 before Mr. T. S. Whyte-Smith for having in his possession 15 lb of prepared Chinese tobacco and 180 packets of cigarettes without paying duty on them.

Revenue Officer T. Tallon said that defendant was arrested yesterday at Sam Chun by Mr. Winyard, and when asked what he had in his pocket the answer was "tea". On searching the packets Mr. Winyard found the cigarettes and tobacco and immediately took possession. On informing R. O. Tallon the latter went to defendant's cubicle in 3 Pilgrim Street, and there discovered a few parcels of tobacco and a scale pan which to all appearances had been used.

His Worship intimated that defendant must have had a little business in tobacco on his own, to which Mr. Tallon replied in the affirmative.

The Revenue Officer went on to say that this smuggling of tobacco to Sam Chun had been done often and that it was very hard for them to catch them.

His Worship fined defendant \$200 and three months' jail with an extra month in default of payment of fine, and ordered the confiscation of the tobacco.

For stealing a quantity of house fittings from the Hop Yick building contractors, a Chinese was yesterday, at the Kowloon Police Court, fined \$10 or, in default, 14 days' jail.

A Chinese lad of 13 was yesterday ordered to receive 12 strokes of the cane, at the Kowloon Magistracy, for the theft of two rolls of cloth, the property of a cloth shop in 105, Nam Hol Street.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
Of the Sale by Public Auction to be held on **TUESDAY**, the 6th day of August, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Prince Edward Road, Kowloon, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Sale	Registry No.	Locality	Boundary Measurements.				Contents in Square feet.	Annual Rental.	Upset Price.
			N.	S.	E.	W.			
1	100	Prince Edward Road, Kowloon	11.	11.	11.	11.	15,110	15/-	750
As per sale plan.							15,110	15/-	750

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
Of the Sale by Public Auction to be held on **TUESDAY**, the 6th day of August, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Yaumati, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Sale	Registry No.	Locality	Boundary Measurements.				Contents in Square feet.	Annual Rental.	Upset Price.
			N.	S.	E.	W.			
1	100	Yaumati, Kowloon	11.	11.	11.	11.	15,110	15/-	750
As per sale plan.							15,110	15/-	750

NEWS IN BRIEF

The Government has accepted a tender from Messrs. W. S. Bailey & Co., Ltd. to construct two wooden refuse lighters.

The total output of the Kailan Administration's mines for the week ended July 20 amounted to 97,224 tons, and the sales during the period to 64,821 tons.

Owing to its great length, "Uncle Tom's Cabin," the big Universal film which is being shown from to-day to Wednesday at the Queen's Theatre, will be screened at special times, 2.30, 5.00, 7.15 and 9.20.

Under instructions from the Secretary of State for the Colonies, H.E. the Governor has recognised Herr Bruno Hahn as acting Consul in Hong Kong for Germany.

If it fails to obtain a certificate, after two months, to commence business, the name of the Greyhound Racing and Entertaining Co., Ltd., will be struck off the register of companies.

To-morrow the G.P.O. and branch post offices will be open from 8 a.m. to 9 a.m. There will be one collection from the pillar boxes and one delivery of ordinary correspondence as on Sundays and one delivery of registered correspondence at 9 a.m. The money order office will be closed.

The Prison Rules made by the Governor in Council under section 18 of the Prisons Ordinance, 1899, and set forth on pages 181-257 of "The Regulations of Hong Kong, 1844-1925," are further amended by the deletion of the words "in Council" next after the word "Governor" in line 3 of rule 335, on page 246.

The preacher in St. Andrew's Church, Kowloon, this evening will be the Rev. C. I. Blanchett, M.A., secretary of the Church Missionary Society, Hong Kong.

At the Kowloon Magistracy yesterday, before Mr. T. S. Whyte-Smith several hawkers were fined various sums up to \$2, for selling articles other than those detailed on their licence.

Pang Lin (29), a licensed hawker, was yesterday at the Kowloon Police Court fined \$2 for crying her wares in Kowloon Tong, which is a prohibited area.

NOTICE.

SANITARY DEPARTMENT

OWING to the Suspected Presence of Rabies in that part of the New Territory adjacent to Chinese Territory members of the public are reminded that NO DOG may be brought to another part of the Colony from the New Territory except by the written permission of the Colonial Veterinary Surgeon.

This Regulation applies to dogs taken into the New Territory on bathing picnics by launch or motor car.

WALTER J. E. MACKENZIE,
Colonial Veterinary Surgeon.
30th July, 1929.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham



NICHOLSON'S LONDON GIN

Follow
LONDON'S LEAD
AND
DRINK
NICHOLSON'S

Sole Agents—

T. E. GRIFFITH, LTD.

6, Queen's Road C. Tel. C. 3517.

Ostelin

THE SECRET OF STRENGTH

OSTELIN has all the medical value of Cod Liver Oil, but none of its bad taste. In fact Ostelin is tasteless! No oiliness. No fishy smell. OSTELIN liquid should be given in drops in every baby's feed to guarantee him sound teeth, strong bones and firm flesh. OSTELIN liquid should be given in every growing child's rice soup to prevent rickets, weakness and nervousness. OSTELIN tablets should be taken by every mother-to-be to ease labour, form a strong offspring and keep mother strong, too. OSTELIN is very concentrated. A few drops or a tablet a day are all that is needed to re-establish anyone run-down or nervous through overwork, business trouble or tropical weather. Bottles are obtainable from any dispensary or comrade shop.

Ostelin is the Vitamin D concentrate in Glaxo which makes that milk powder the best available for your baby.

AGENTS—

W. R. LOXLEY & CO.
Hong Kong & Canton.

ALSO PACKED IN REGULAR 20'S AND 50'S

Half a century of steadily increasing sales. A record of which the manufacturers are justly proud.

DETECTIVES



with
KARL DANE

and
GEORGE K. ARTHUR

Stolen jewels, mysterious disappearances, hilarious complications and our heroes solving everything in a big way!

EVEN FUNNIER THAN "ROOKIES"!

AT THE
STAR

TO-DAY AT 2.30, 5.30 & 9.20.
TO-MORROW AT 5.30 & 9.20

MOVIELAND

The Week's Films At
A Glance

QUEEN'S THEATRE

(At 2.30, 5.15, 7.15 & 9.20)
Today to Wednesday (Special Times, 2.30, 5.00, 7.15 & 9.20).
"Uncle Tom's Cabin" Universal. A magnificent masterpiece. With all the old-time thrills and absorbing drama of the original story. Greta Garbo, Lewis Stone and Nils Asther.

WORLD THEATRE

(At 2.30, 5.15, 7.15 & 9.20)
Today and Tuesday "Out All Night" Reginald Denny's hilarious comedy with Marion Nixon and George K. Arthur. A Washington Square picture. A splendid mystery thriller. With Jean Hersholt and John Barrymore. Tuesday and Wednesday "Wickedness Preferred" A comedy with Lewis Stone and Nils Asther. Thursday to Saturday "The Viking" A tale of a thousand years ago, made into a picture sensation. Produced entirely a natural colour. Starring Pauline Starke, Donald Crisp, Le Roy Mason, Claire MacDowell and Julia Swayne Gordon.

STAR THEATRE

(At 5.30 & 9.20)
Matinees Every Saturday and Sunday at 2.30 p.m.
Today and Tuesday "Wickedness Preferred" A comedy with Lewis Stone and Nils Asther. Wednesday "The Viking" A tale of a thousand years ago, made into a picture sensation. Produced entirely a natural colour. Starring Pauline Starke, Donald Crisp, Le Roy Mason, Claire MacDowell and Julia Swayne Gordon.

A MYSTERY "THRILLER"

"13 Washington Square" For World
Mystery, thrills and laughs will all be found in "13 Washington Square," which is the latest picture at the World Theatre on Tuesday and Wednesday. Jean Hersholt and John Barrymore give two fine performances. Hersholt really human touches. Hersholt enacts the role of a thief who specializes in valuable paintings. He tries to rob a house owned by a wealthy woman played by Miss Joyce. The house is thought to be empty. But unknown to each other a whole lot of people enter. Before long all sorts of strange happenings are taking place and a crime event follows crime until the unexpected climax is reached. Besides a number of thrills, "13 Washington Square" is liberally sprinkled with laughs, many being provided by Zasu Pitts as the maid.

UNIQUE CAMERA EFFECTS

"A camera that climbs upstairs" was the strange piece of cinematic apparatus that followed Lon Chaney, as the detective, in his new Metro-Goldwyn Mayer starring vehicle, "While the City Sleeps," which comes soon to the Queen's Theatre. When Chaney leads the police upstairs to battle with a gangster, the camera follows in a striking lens effect. The railing of the stairs was used as a track to achieve the effect. Chaney plays a police detective in a desperate war with a gangster band in the new picture, a vast that includes Mae Busch, Wheeler Oakman, Carroll Nye, Polly Moran, Richard Crane and others of note. Machine gun battles between police and gangsters, a running fight over the roof of a city and other graphic details embellish a love romance in the grim underworld play. Jack Conway directed it from an original story by A.P. Younger.

The Cinema Page

"OUT ALL NIGHT"

Reginald Denny's Breezy Comedy

Reginald Denny, in his hilarious comedy, "Out All Night," which is being screened to-day and to-morrow at the World Theatre, portrays the role of a wealthy young man, who meets, woos and marries the girl of his heart all in one evening, or rather one night. The innumerable comedy situations that are created when an attempt is made to keep the marriage a secret during an ocean voyage provide a delightful entertainment.

Denny's own inimitable sense of comedy value is predominant throughout and the climax is thrilling and unusual.

The leading feminine role is played by Marion Nixon, a popular and talented young actress, who is once more appearing with Denny.

The total lapse of time covered in this delightful farce is just twenty-four hours. From midnight until midnight all the things happen which make "Out All Night" one of the popular star's breeziest comedies to date.

The picture was directed by William A. Seiter who is responsible in a large measure for the success of this and other Denny comedies.

"WICKEDNESS PREFERRED"

Another Fine Comedy For Star

Lew Cody and Aileen Pingle, who have already made fame for themselves as a co-starring team in such comedies as "Adam and Evil" and "Ten for Three," garner fresh laurels in "Wickedness Preferred," their co-starring production, which may be seen at the Star Theatre on Tuesday and Wednesday.

Lew is seen in the role of an author who writes his own adventures from data gathered from encyclopedias. Aileen plays the role of the wife who takes dictation, looks up the facts for Lew's lies and recognizes in him a soul hungry for romance but unable to live up to his self-created reputation as an explorer and adventurer. Best Roach is seen as the bawdy and fat husband of Mary McAllister, who is a furious flapper, head-over-heels in love with the novelist whom she accepts as the daring hero he has depicted himself in his thrillers of life in the South Seas.

George K. Arthur does good work, though his role is small, being that of a male gossip at a celebrated and fashionable seaside resort, where the two married couples meet.

"UNCLE TOM'S CABIN"

To-day's Super Picture
At The Queen's

INTERESTING NOTES

"Uncle Tom's Cabin" was the inspired work of a homely little woman of New England and the thirty wife of a minister who was a professor in the same college where Hawthorne and Longfellow had been students. Mrs. Stowe was born June 14, 1811, in the town of Litchfield, Conn., and was the daughter of the famous Dr. Lyman Beecher and sister of the still more famous Henry Ward Beecher.

It was during Professor C. E. Stowe's incumbency at Andover that Mrs. Stowe became interested in the Fugitive Slave Law, which permitted the branding of Negroes in the North and sending them back to servitude. The people of the North seemed indifferent to the law.

It was while sitting at the communion table in the Little Brunswick, Maine, church one summer vacation time that Mrs. Stowe conceived the character of Uncle Tom in vivid mental pictures. He almost overcame her feelings, as she hurried home and wrote the chapter of Uncle Tom's cabin.

After finishing the chapter Mrs. Stowe read it to her two sons of ten and eleven years. After considering several more chapters, she wrote to Dr. Bailey, the owner and editor of the National Era in Washington and the MSS. was accepted for immediate publication. This meant that the story had to be prepared each week and well in advance of publication. A visit to Boston and the Anti-Slavery rooms for the purpose of research and books reading upon the subject was next in line with the work undertaken by Mrs. Stowe. After obtaining facts from the subject, she wrote the story "simply wrote itself" out of the fullness of the heart and soul of the intense little lady.

Mrs. Stowe was forty years of age when she contributed this immortal work to the Washington newspaper and the world. It was written out of the burning indignation at the institution of slavery in America and the story caught the sympathy of the whole world.

Mrs. Harriet Beecher Stowe was literally "famous over night." One of the thousands of critics and admirers in writing about the lady described her as "a small woman with pretty curling hair and far-away, dreaming eyes, and a way of becoming occupied

(Continued on Column 6)

"DETECTIVES"

Hilarious Fun At The Star

Karl Dane and George K. Arthur, that cheerful team of fun-makers who, in "Rookies," "Baby Mine" and "Circus Rookies," romped through comic troubles, had nothing as compared to their woes, trials and tribulations in their latest, "Detectives," which is being shown to-day and to-morrow at the Star Theatre.

It is by far the most strenuous of their adventures since they became a comedy team, one of the funniest things they have ever offered. Dane plays the part of a blundering hotel detective, and Arthur a bellow who wants to "detect."

The fun starts from the time the mysterious Orloff, sinister criminal, invades the hotel and the two heroes get on his trail. They blunder into dangers galore—are trapped in a subterranean cavern with grim mummies to keep them company; they plunge through secret trapdoors; Dane disguises himself a mummy. Arthur catches Julian Elling and masquerades as a girl, and Marceline Day, the heroine, almost has her brain operated on to destroy her memory in the fast and furious fun.

"RED LIPS"

New Universal College Picture

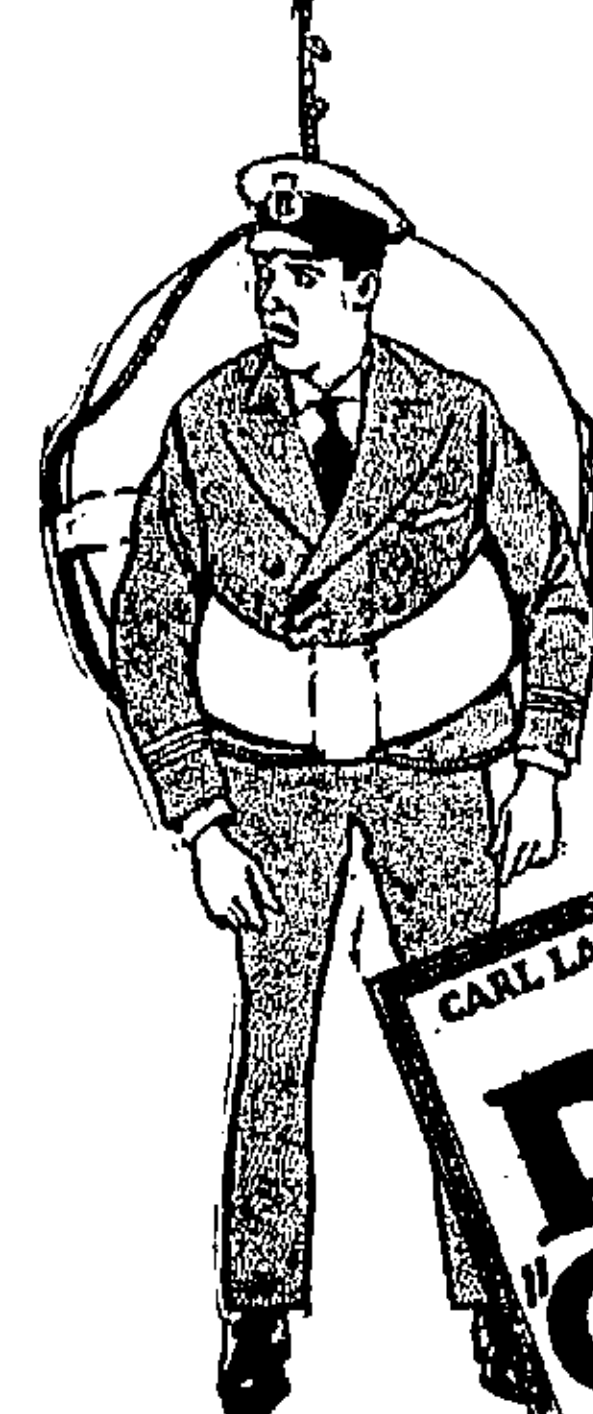
"Red Lips" Universal's sparkling story of college life, will be the chief attraction at the Star Theatre from Thursday to Saturday. Charles Rogers and Marion Nixon are the co-starring team.

This is the first appearance together of the youthful film couple and they make an admirable pair of lovers. Their romance in this youthful comedy has been called a "song of youth." Miss Nixon plays the role of a charming flapper, her first part in which she is not a "nice girl." Rogers is an unsophisticated college freshman.

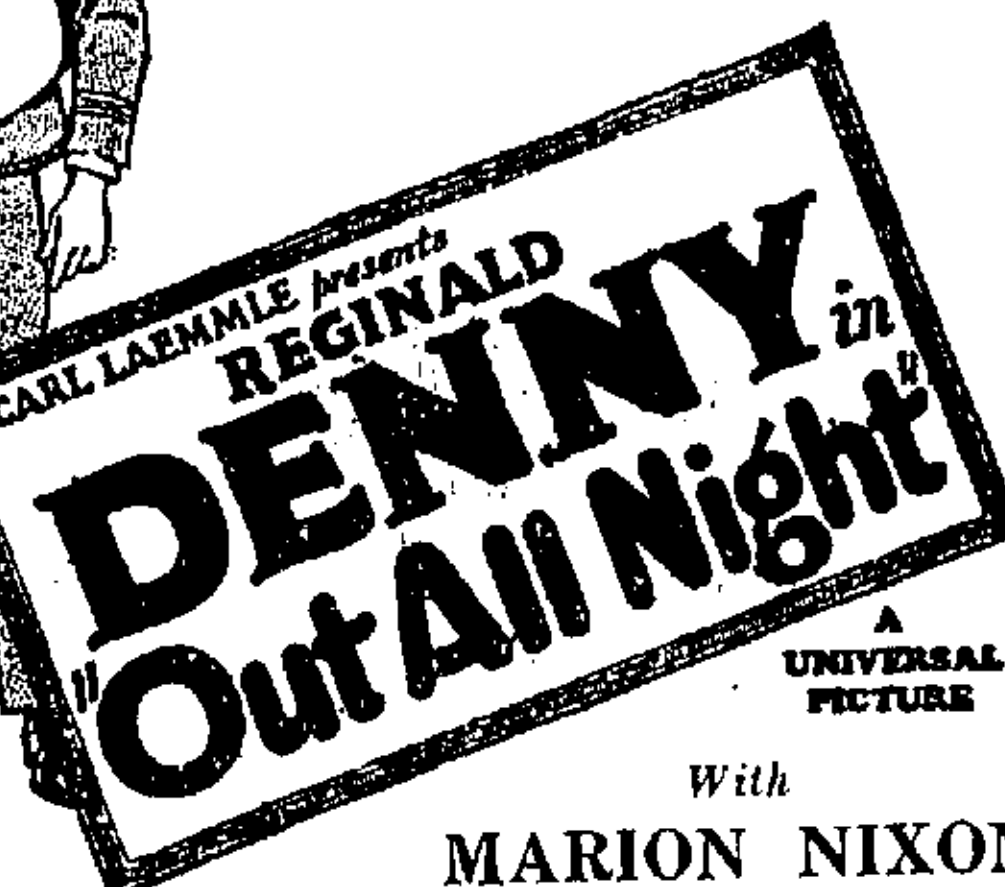
"Red Lips" is an amazingly frank picture, not told by Director Melville Brown with understanding. He portrays youth as few directors have been able to do, it is said. He makes it vivid and real and yet he never exaggerates.

A cast of Hollywood beauties and juveniles support Rogers and Miss Nixon. Hayden Stevenson, coach of the "Collegians" is again a couch in "Red Lips."

HE HAD A LOT TO LEARN



about stage life when he fell in love with the beautiful star of the musical show. Reginald Denny's knack of getting into trouble and out of it has never been more in evidence than in this splendid comedy!



With
MARION NIXON

THE DELIGHTFUL FARCE OF A
NEWLY-WED WHO DAREN'T ADMIT
HE WAS MARRIED!

AT THE

WORLD

TO-DAY & TO-MORROW

At 2.30, 5.15, 7.15 & 9.20.

AMERICA'S MOST BEAUTIFUL
GIRLS FILMED IN
TECHNICOLOR

Some of America's most beautiful girls, each of them a winner in some internationally conducted beauty contest, were picked for the full colour sequence of the Parade of Nations in Fox Films "None But the Brave," which is coming to the Queen's Theatre. Sally Phipps and Charles Morton have the romantic leads in this picture.

"BLUE SKIES"

A drama of unusual charm will be seen soon in Hong Kong. It is "Blue Skies," produced by Fox Films. Helen Twelvetrees, Wampas Baby Star of 1929, and Frank Albertson are co-featured and Freddie Frederick and Carmenita Johnson, child players, have prominent parts. The story has to do with life in an orphanage and a delightful romance is developed during the action. More than 100 children appear in the picture.

in what interested her, until she forgot everything else."

After the story had run its serial form, arrangements were made by Mrs. Stowe with publisher Jewett, of Boston, to bring it out in book form. "Uncle Tom's Cabin" was finally published on March 20, 1852. Immediately copies were sent to Queen Victoria, Prince Albert, Consort, Lord Macaulay, Charles Dickens and Charles Kingsley. Then the lady went to her quiet, simple home in Maine to await results.

Within ten days from the issuance of the first edition over ten thousand copies of "Uncle Tom's Cabin" were sold, and night to supply the demand. Thirty editions appeared in London, England; in six months, and before the year was out over three hundred thousand copies had been sold.

The following year Prof. Stowe and his now world-famous wife went to Europe and were feted every place they went. The beautiful Duchess of Sutherland entertained Mrs. Stowe with a solid gold bracelet in the form of a slave's shackle, with the words—"We trust it is the memorial of a chain soon to be broken."

The popularity of "Uncle Tom's Cabin" has not ceased even in this day of sensational speed and a hustle. Over a million and a half copies have been sold in Great Britain alone. There have been over three million sold in the Western Hemisphere while throughout the world there has ever been a steady call upon publishers for the work. It has been translated in almost every language in Europe with twelve French editions, eleven German, and six Spanish. There are library records showing that the work has been published in twenty-three different languages of the world.

Mrs. Stowe, in later life, traveled much in Europe and wrote many books but none equaled the fame of "Uncle Tom's Cabin."

During the latter end of her career Mrs. Stowe lived in Hartford, Conn., and took a leading part in the social and literary life of the notable colony of literateurs of that city, which included Mark Twain and Charles Dudley Warner. At the patriarchal age of four score four Mrs. Stowe died in Hartford, July 1, 1896, after one of the most romantic lives ever lived by an American woman.

For the first time since this immortal book was written, it has been made into an unusual motion picture—produced for the screen as Mrs. Stowe wrote it for publication. "Uncle Tom's Cabin" comes to-day to the Queen's Theatre where it will be screened until Wednesday.

FUTURE EVENTS

Films That Are Coming
Here

"The Viking." A tale of a thousand years ago, made into a picture sensation. Produced entirely a natural colour. Starring Pauline Starke, Donald Crisp, Le Roy Mason, Claire MacDowell and Julia Swayne Gordon.

"Show People"—A fascinating story of Hollywood. With Marion Davies and William Haines.

"A Lady of Chance"—The story of a little "gold-digger" who picked the wrong victim. Featuring Norma Shearer, Lowell Sherman and Gwen Lee.

"Tide of Empire"—Peter B. Kyne's epic of the Argonauts. With Renee Adore, George Fawcett and William Collier Jr.

"Dream of Love." A colourful drama of love and intrigue. Starring Joan Crawford, Nils Asther, Aileen Pingle, Warner Oland, Carmel Myers and Harry Myers.

"While the City Sleeps" Lon Chaney's startling story of New York's underworld. With Anita Page, Carroll Nye, Mae Busch and Polly Moran.

"Blue Skies." A delightful romance starring Ethel Wales, Helen Twelvetrees, William Orlan and Claude King.

"None But the Brave." A story of life guards and mermaids in a carnival of fun. Featuring Sally Phipps, Charles Morton, J. Farrell Macdonald and Alice Adair.

"Road House." An unusual drama of the modern jazz era. With Lionel Barrymore, Maria Alba and Warren Burke.

"Four Walls." A thrilling romance of the underworld. Featuring John Gilbert, Joan Crawford, Vera Ordon and Carmel Myers.

"Morgan's Last Raid." A whirlwind of glorious adventure. With Tim McCoy, and Dorothy Sebastian.

"Odette." A mother-love story of an unusual type. Featuring Frances Bertini and Warwick Ward.

Movie Correspondence

"SONNY BOY"—The cast of "Drums of Love" is as follows: Mary Philbin, Lionel Barrymore, Don Alvarado, Tully Marshall and William Austin.

Gary Cooper was born in Helena, Montana, on May 7, 1901.

Dolores del Rio was born in Durango, Mexico, on August 3, 1905.

The Cinema Page editor will be pleased to answer enquiries regarding forthcoming pictures and stars. Letters should be addressed to The Editor, The Cinema Page, "Sunday Herald," and should reach him not later than Thursday of each week. Replies will be published in the following Sunday's issue.

DO YOU KNOW

THAT Tom Mix is reputed to be worth £35,000,000 and that his movie contract calls for \$17,500 per week?

THAT the heaviest woman in the movies is Mrs. Anna Magruder. She weighs 395 pounds?

Only the newer and younger screen personalities of Hollywood are included in the cast of "Red Lips."

"You've Never Seen Anything Like It"



CARL LACHMILES OUTSTANDING ACHIEVEMENT—A HARRY POLLARD PRODUCTION
THE GREATEST HUMAN DRAMA EVER SCREENED

TWO YEARS IN THE MAKING—PRODUCED AT A COST OF \$2,000,000

A SCREEN SENSATION!

A Score of Star Principals
Cast of Many Hundreds—Three Great Human Dramas of Passion In a Story That Will Live Forever

Epic In Its Sweep—Mighty In Its Magnitude—Nothing On Stage or Screen That You Have Ever Heard Of or Seen, Regarding "Uncle Tom's Cabin" Can Give You the Slightest Idea of the Real, True Story As It's a Universal Picture

SHOWING AT THE

QUEEN'S

SPECIAL TIMES, at 2.30, 5.00, 7.15 and 9.30

You Can Now See It In All Its
Dramatic Thrill and Intensity—
Laugh with "Topsy"—Cry With
"Little Eva"—Hate "Simon Legree"

—Pity "Uncle Tom"—Shudder at the Stark Realism of "Eliza" Crossing the Ice—Here is Entertainment for All—A Veritable Screen Sensation.

TO-DAY TO
WEDNESDAY



"GOD'S TROMBONES"

"Porgy" gives an interest to a book of seven Negro sermons in verse, "God's Trombones," which Allen and Unwin announce. The sermons are classics among the Negroes of America, and they are in use to-day as they were yesterday and many yesterdays ago. They are as much a folk-creation as the better-known spirituals and plantation tales, and they are characterised by incongruous imagery, passionate earnestness, and an endearing literalness. Their subjects are the great stories of the Bible, like the Prodigal Son and the Flood.

WHEN YOU ARE OLD

When you are old and grey and full of sleep,
And nodding by the fire, take down this book,
And slowly and sad dream of the old days
Your eyes had seen, and of their shadows deep;
How many loved your moments of glad grace,
And loved your beauty with love which will no more
But one man loved the pilgrim soul in you,
And loved the sorrows of your changing face.

— W. B. YEATS.

THE IRISH "TE DEUM"

Thanks be to God for the light and the darkness;
Thanks be to God for the hail and the snow;
Thanks be to God for shower and sunshine;
Thanks be to God for all things that grow;
Thanks be to God for lightning and tempest;
Thanks be to God for weal and for woe;
Thanks be to God for His own great goodness;
Thanks be to God for what is, is so;
Thanks be to God when the harvest is plenty;
Thanks be to God when the barn is low;
Thanks be to God when our pockets are empty;
Thanks be to God when again they overflow;
Thanks be to God that the Mass-bell and steeple
Are heard and are seen throughout Erin's green sheil;
Thanks be to God that the priest and the people
Are ever united in danger and trial;
Thanks be to God that the brave sons of Erin
Have the faith of their fathers as lively as aye;
Thanks be to God that Erin's fair daughters
Press close after Mary on heaven's highway.

FORMALISM

Bishop And Danger to Missions

Presiding at a meeting at the Palace at Norwich in connection with the S.P.G. Training College for Missionaries (Selly Oak), the Bishop of Norwich said:

Anyone who will read the world call reports will have his eyes opened to a very remarkable situation. Instead of the work of the Church abroad being so far away that few notice it, it is beginning to look as if we may be about to receive from foreign fields a useful lead for our efforts to solve one of the greatest Christian and Church questions at home.

Of course, there is always another side. Great opportunities bring great responsibilities and difficulties. Advance brings with it its own risks. We must be careful lest these developments of which I have spoken should lead us to fix all our attention upon external organisations. We believe that the Church of Christ has evolved its institutions under the guidance of the Holy Spirit. But institutions themselves are not life. We must not lose the freedom and freshness of the Gospel days in Galilee and in Jerusalem. In rightly making much of the Church we must never lose sight of its Head. For the Way, for the Truth, for the Life, we have to look at our Lord Himself, crucified, risen, ascended, glorified, and now through the Holy Spirit present with the Church in the largest sense which the truth allows us to give to that holy fellowship, and present also in the hearts of every one of those who love Him, "I am with you all the days."

"Self-Centred Churchmanship" Failure would in the end be written over the story of our new-found keenness, if it was discovered that after all we had been lead-

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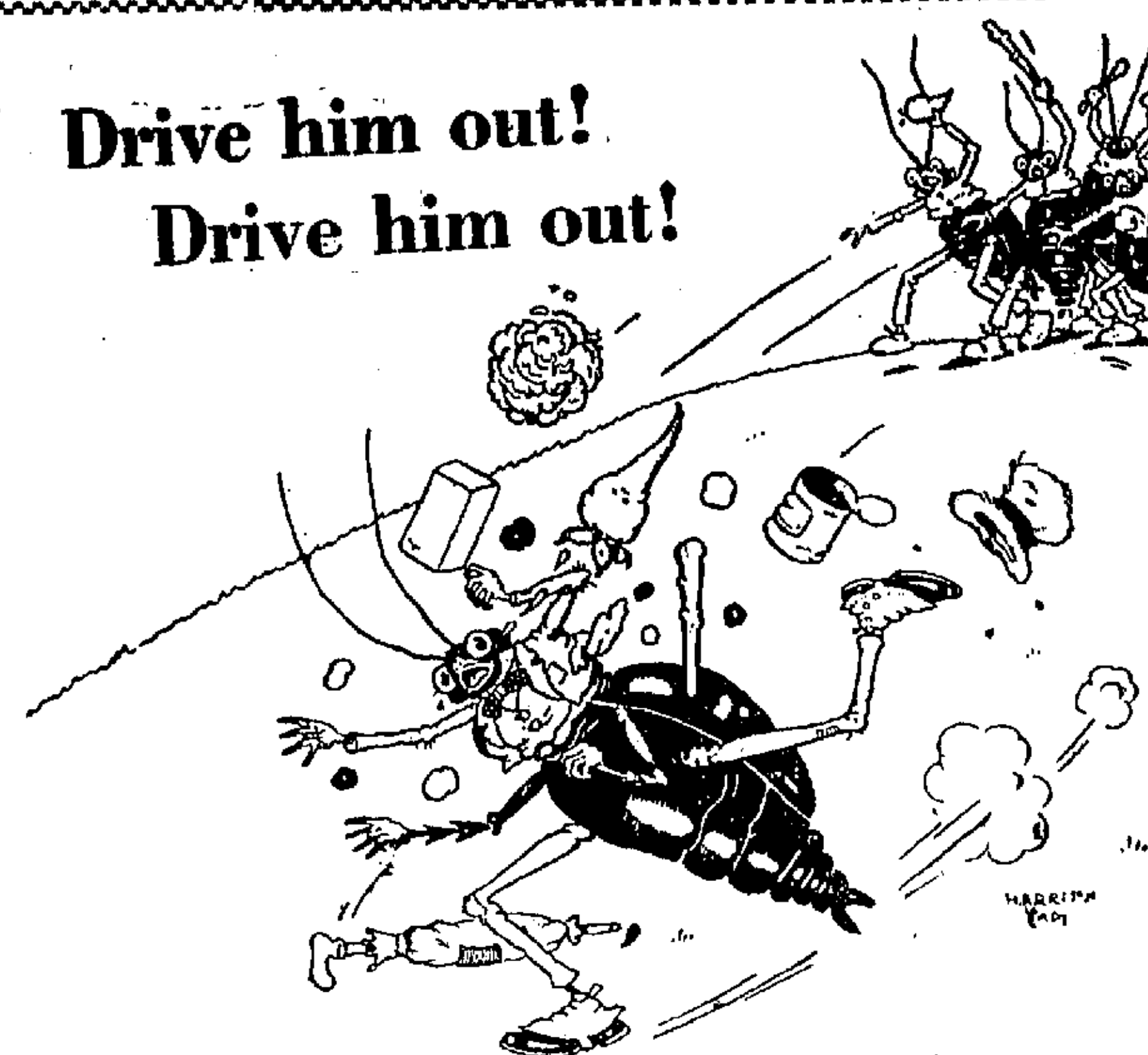
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The Public is cordially invited to attend the service and visit the Reading Room.

ing men and women from far off and from near home, not to Christ, but to Anglicanism, not to the new life in Christ, but to adherence to set forms which had ceased to be the guide and inspiration of faith and had become a rigid and frigid test of a self-centred Churchmanship. Indeed, it may be feared that some such mistake is now hindering the call of the mission field from touching the heart of a larger number of the still indifferent public.

The fellowship of the Holy Ghost, of which we are thinking specially is not something outward, but means a union in Christ. The humble disciples of Christ will seek for an individual union that comes through the Christian brotherhood. Personal devotion to the Lord cannot safely be displaced by that enthusiasm for the organized body of the brethren which is only one mode, if a chief mode, of our expression of love to Him.

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A Wonderful Week

What with perfect weather for Ascot, the new Government showing no signs of the threatened tendency to extremism, and lots of other things including the "season" which is now at its height, the atmosphere at present is decidedly cheery. It has certainly been a wonderful week so far as the absence of rain is concerned, for Ascot has so often been a wet meeting, and for many backers extraordinarily unlucky; in fact the Monday after Ascot used to be one of the worst settling days in the year. How it will be this year is doubtful. Very few of the favourites have won, and those that did win, have been at ridiculously short prices, usually odds on. Invershin's victory over Reigh Count may have put on the right side those who believed, as they should have believed, that British thoroughbred stock could beat any other and Invershin who is "rising seven" was able to do it quite easily in the Gold Cup. The American horse hardly justified the hopes of its owner and of the Americans generally as to its capacity to win races in England.

Glorified Garden Party

For nine people out of ten the racing at Ascot is merely a background to a glorified garden party. This year the women's clothes have broken out into extraordinary fluffiness, tails here and bits there, some of them even reaching the ground, which seems as if the tendency to hark back to bygone fashions was getting stronger. The photographs of the women whose dresses actually trailed on the ground ought to be enough to prevent that fashion becoming general. Anything less attractive than the appearance presented by the famous novelist, Elinor Glyn, as she was ready to depart for Ascot, could hardly be imagined. The fluffy loose style of garb which she was wearing suggested not so much smartness as a desire to conceal or at least to disguise that dreadful affliction known as "the middle age spread." But the effect

was rather to suggest and indeed to intensify this than to conceal it; and the effect of these little bits of tails of silk or georgette under a coat is positively ridiculous. Fortunately the women who wear them are either superior to all criticism or else sublimely unconscious that they are looking ridiculous, and therefore some of them almost get away with it. But the effect is to make one more reconciled than before to the trim effect which women have made their own for some years past. The fluffy style is all right for evening wear. In the day time, even at a garden party at Ascot, it seems as if those who wore it were over-dressed.

Women and Womanliness

Coincidentally with this new fashion which is, we are told, proving the "return of women to womanliness," whatever that may mean, there comes the programme of the men's dress Reform Party, based largely on that freedom from restriction and the elimination of the unnecessary garment on which women (but not, be it understood, the dress makers and the manufacturers of dress materials, have been priding themselves. The real stumbling block seems to be collar stud, which involves an undue construction of the male neck of the Adam's apple contained therein, that peculiar portion of the male anatomy which the average man when in great stress of emotion seems to be trying to swallow. The disappearance of the collar stud, the dress reformers contend, will be followed by a general airiness of costume but I doubt whether the City man, of whom the stockbroker is said to be representative will give up his tramline trousers and take to shorts. Whatever may be said of a silk-covered knee, and some of these are not so attractive as their owners think, the uncovered male knee would certainly not be such a thing of beauty. It would suggest the overgrown Boy Scout, and although that movement (which by the way is having a tremendous boom this

year because of the international jamboree at Arrave Park, Birkenhead) has come to be recognised as of extraordinary value in shaping boys and making them useful, the servile copying of its costume for adults is too much in the way of a reform movement altogether. In fact, individualism is the one thing which in matters of dress the average Briton seeks most strenuously to avoid. He is, if one may say so, rather more like a stateservant in his official uniform, official both in the matter of style and also colour. There is this to be said, however, that while the female in front of you as you walk along Oxford Street may be either a duchess's daughter or a draper's employee, so alike do they all appear, each man, although he may wear the same style of costume, seems to have a personality of his own; and the mere fact that they all dress alike does not disguise, so much as in the case of women, their great differences.

Mansions Sold

Two famous English mansions have changed hands namely, Montacute House, Somerset, for many years the residence of the late Marquess of Curzon. Captain Arthur Cunliffe Critchley Waring bought Montacute which is a gem of Tudor architecture and has been in the hands of the Phelps family since 1580, when Sir Edward Phelps who was a speaker of commands in the reign of Queen Elizabeth, started its construction. Compton-Verney with an estate of 5,000 acres, formerly the seat of the Lords of Willoughby de Broke, was built by Vanbrugh. Its purchasers are Mr. Morgan and Mr. Wilson Booth of London.

Prince of Wales' Speech

The Prince of Wales who spoke at the Rhodes Scholarship Trust Dinner at Oxford, welcomed the announcement previously made by Mr. Baldwin that the trust was going to renew scholarships to Germany, and wished during the war. "We have with us to-night some old German Rhodes Scholars," said the Prince. "We welcome them back to the pleasure of this evening of shaking hands with an old Magdalen man who was a German Rhodes Scholar whom I had not seen since 1914. In this building and in colleges, there will be found on the rolls of honour,

names of German Rhodes Scholars who fell in the war which shows that this foundation is not based on any narrow racial feeling and that these ideals are those which all may follow forgetful of past enmity and reviving old friendships."

Legal Appointments

The legal newspaper "Justice of the Peace" commenting on Mr. MacDonald's legal appointments, says that Sir John Sankey's entry into the Cabinet as Lord Chancellor has been received with great satisfaction, both by the Bar and the public. Even Sir Henry Slesser's friends, it states, however, were left gasping at the very special honour bestowed upon him (appointment as Lord Justice of Appeal to succeed Sir John Sankey) as he is but a comparatively junior member of the Inner Bar.

"There is an old saying," it adds, "that lawyers have no consciences. Although we do not for a moment suggest that Sir William Jowitt (the new Attorney-General, who left the Liberal Party) has not many excellent reasons for changing his political faith so rapidly, we think that his action will foster the unpleasant idea that there is a grain of truth in this old gibe. Nevertheless, the Prime Minister must be congratulated on a most astute move."

Chief Constable Wensley

One of the very notable changes in Scotland Yard is the impending retirement of Chief Constable Wensley, one of the Detective Superintendents known as the Big Four and the first detective ever made Chief Constable. It is emphasised his retirement is not connected with the recent police reorganisation, but is due to the fact that he has reached the age limit after 42 years' service. Wensley could serve another five years by the permission of the Home Office but prefers to retire. He is regarded as one of the cleverest detectives in the world. Wensley tracked and brought to justice many notorious murderers. It was largely due to Wensley that Lord Byng in his recent report, was able to record that there were only 18 murders in the London area during 1918 and 11 murderers convicted, the remaining seven committed suicide. This record made New York gasp is astonishing when its 300 murders in the year, where only a few were glaci-



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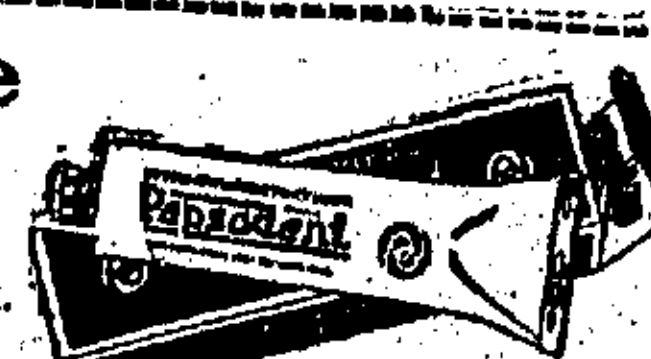
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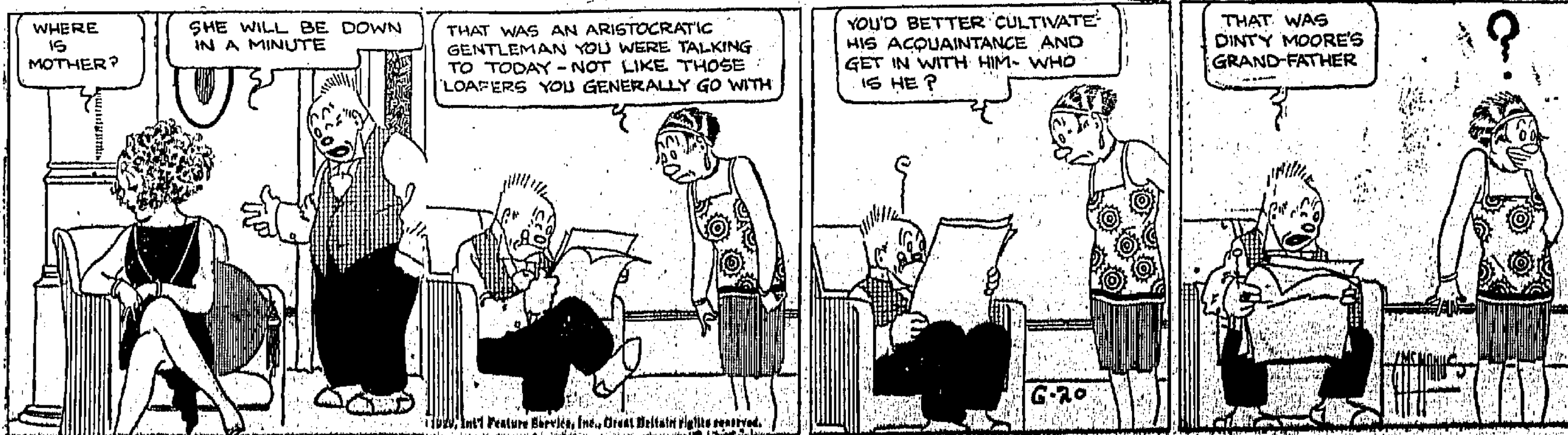


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OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories
NOTES FROM THE FACTORIES

[By "Super-Six"]

This Week's Hint

To remove headlight rims when rusted or sticking, wrap friction tape around them. This provides a better gripping surface.

Tyred Pedestrians

A brisk trade in a new type of footwear is being created by the cobbler of Alabama, Turkey and parts of Persia. They are making shoes out of old Dunlop tyres by the simple process of cutting well-worn motor tyres into the required lengths, fashioning a toe and tongue, and having a thong of leather around the heel to bind the whole together. The finished article resembles a rubber shoe and a traveller who has just made a tour of the Near East reports that the new shoes are great because they cost less and wear longer than sandals or the modern boot.

Betty Nuthall's New Car

Miss Betty Nuthall, the famous tennis star, has shown distinct individuality in choosing a very striking colour scheme for her new Armstrong Siddeley 15 h.p. Saloon. The upper part of the bodywork and bonnet, as well as the wings, valances and various parts of the chassis, are painted a brilliant red, while the lower part of the body and bonnet are finished in black. Miss Nuthall motored across France in her new Armstrong Siddeley Six. As Miss Nuthall is under 18 she is not allowed to drive a car in France, and so it was piloted by Mr. P. D. Spence, another well-known player, who accompanied Miss Nuthall and her mother to the Riviera.

Ideal Passenger Vehicle

For passenger transport in towns it is becoming more and more apparent that the vehicle with the brightest future before it is the electric trolley bus. Many towns are changing over to this vehicle when the time comes for the old tramway tracks to be renewed, and it must be said that it is not difficult to see the reason for this. The trolley bus has, of course, many advantages of its own where conditions are favourable, but the trolley bus can claim a longer life and simpler mechanism, while the absence of noxious fumes and the elimination of much of the noise associated with motor vehicles are further points in its favour. In addition it should be pointed out that the rapid acceleration of the trolley bus enables it to give the quickest possible service in places where the amount of traffic is considerable and stops are consequently frequent. Compared with the tramcar the trolley bus possesses much greater mobility and offers much more comfort for the passengers. Here again also the absence of noise is a distinct advantage.

Ford Company in Finland

An increase of its capital from 20 to 28 million Finnish marks has been decided upon by the Ford Motor Company of Finland. Whilst part of the new shares will be offered to the general public for subscription, the rest will be offered to the employees of the company to invest in.

Neglect of Spark Plugs

When a car is harder to start, loses power on hills, and does not perform as well as it used to, the fault is usually due to the neglect of the motorist in not having his car inspected until after it has reached such a condition that its loss of efficiency is conspicuous by its poor performance. A car properly serviced should give just as good performance after 25,000 miles of running as it did when new. The principal minor servicing items which should be looked after carefully are the spark plugs and the ignition. Old and worn-out plugs cause poor starting and excessive drain on the battery, poor running, and loss of power, especially on hills. Often large engine repair expense is saved by simply installing a new set of spark plugs. This is recommended every 10,000 miles.

National Production

It has been calculated that America builds 84 per cent. of the world's cars, England 4.2 per cent., Canada 3.9 per cent., France 3.8 per cent., Germany 1.8 per cent., and Italy 1.0 per cent.

More Robots

Birmingham is to experiment with traffic "robots."

Roller Out

In Oxford recently a motor car was crushed by a runaway steam-roller.

Prefer to Hire

In Palestine there are nearly twice as many cars for hire as there are private cars.

Daily Mileage

The London General Omnibus Company operate approximately 50,000 miles per day.

New Combine

A Fiat-Spa-Ceirano combination has been formed for the production of commercial vehicles.

Iraq's Autos

Out of 3,155 motor vehicles in use in Iraq on December 31, 1928, only 144 were of British manufacture.

Sir Henry's Appointment

Major Sir Henry Segrave has been elected to the National Council of the Roads Improvement Association of Great Britain.

A.M.A. to Affiliate at Last

At last the American Motor Cycle Association is to affiliate to the F.I.C.M., the object being to secure recognition of records made by American machines.

A Royal Decree

A Royal decree has been published in Spain making the possession of an international motor licence obligatory for all foreign motorists entering Spain by car.

Swiss Tolls to Go

It is expected that the cantonal road tolls which have so long annoyed foreign motorists will be abolished throughout Switzerland in the next few weeks.

Road Fellowship League

Sir Henry Maybury, G.B.E., K.C.M.G., C.B.—an authority on roads—has been secured as the new chairman of the Road Fellowship League of Great Britain, succeeding the late Lord Montagu of Beaulieu.

Light Plane Club's Progress

Subsidised light aeroplane clubs had increased their membership in Great Britain to 3,288 at the end of 1928. There are now 13 subsidised clubs, having in all 420 trained pilots. There are also five clubs independent of Government support.

Opportunity

During a recent three-mile traffic block at Guildford, Surrey, many people alighted from their vehicles and picked flowers. Reporting the incident, a daily paper adds that "the atmosphere was dense with smoke from overheated engines."

Caging the Pedestrian

A correspondent to a London daily newspaper suggests that all streets in which traffic is heavy should have handrails along the kerb. In addition to saving about 10,000 lives a year, he says that the scheme would stimulate the iron and steel trades, reduce unemployment and speed-up traffic.

Belgian 24-hour Grand Prix

This year the 24-hour Grand Prix on the Spa circuit, organised by the Royal Automobile Club of Belgium, took place on July 6 and 7. Prize money to the value of 200,000 francs had been offered. Entries were received from France, Belgium, America and Italy, and included a team of Alfa-Romeos.

Austin Success in Australia

An Austin Seven, in the hands of Mr. Aubrey Melrose, won outright the 500-mile 24-hour Reliability Trial organised by the R.A.C. of Western Australia. The victory is the more creditable by reason of the arduous nature of the course. Melrose retained 698 points out of 700, a Chrysler running into second place with 687 points. The driver of the Austin Seven is well known in Australia as a rider of motor cycles on grass and dirt tracks, while in England he will be remembered as a competitor on a Sunbeam in the Senior Tourist Trophy Race of 1927.

"To Err Is Human..."

An unofficial examination carried out by the Ministry of Transport into the causes of road accidents in England showed that approximately 80 per cent. were due to human error.

Record-Breakers' Badge

The authorities at Montlhery track have decided to issue a badge to those who break records there. The badge will be in the form of a brooch in silver and blue enamel, which 74 drivers are entitled to wear at present, including three women Miss Violette Cordery, Mrs. Stewart and Mrs. Victor Bruce.

Whitsun Traffic Figures

An indication of the dense volume of traffic on the English roads at Whitsun is given by the published figures of motorists aided by the A.A. organisation over that period. Members numbering 270,405 were helped in various ways, 4,811 being roadside repairs, while 262,910 were supplied with road information.

Cross Traffic Robot

Automatic traffic lights such as installed in Johannesburg are designed for traffic volumes of almost equal density in main and side streets, but an interesting experiment is now being tried in Canterbury, England, with an apparatus which permits main road traffic to have the right of way except when occasional cross traffic appears. Cars in the side street operate a system of treadle, flashing a warning to main road traffic.

High Speeds at Polish Meeting

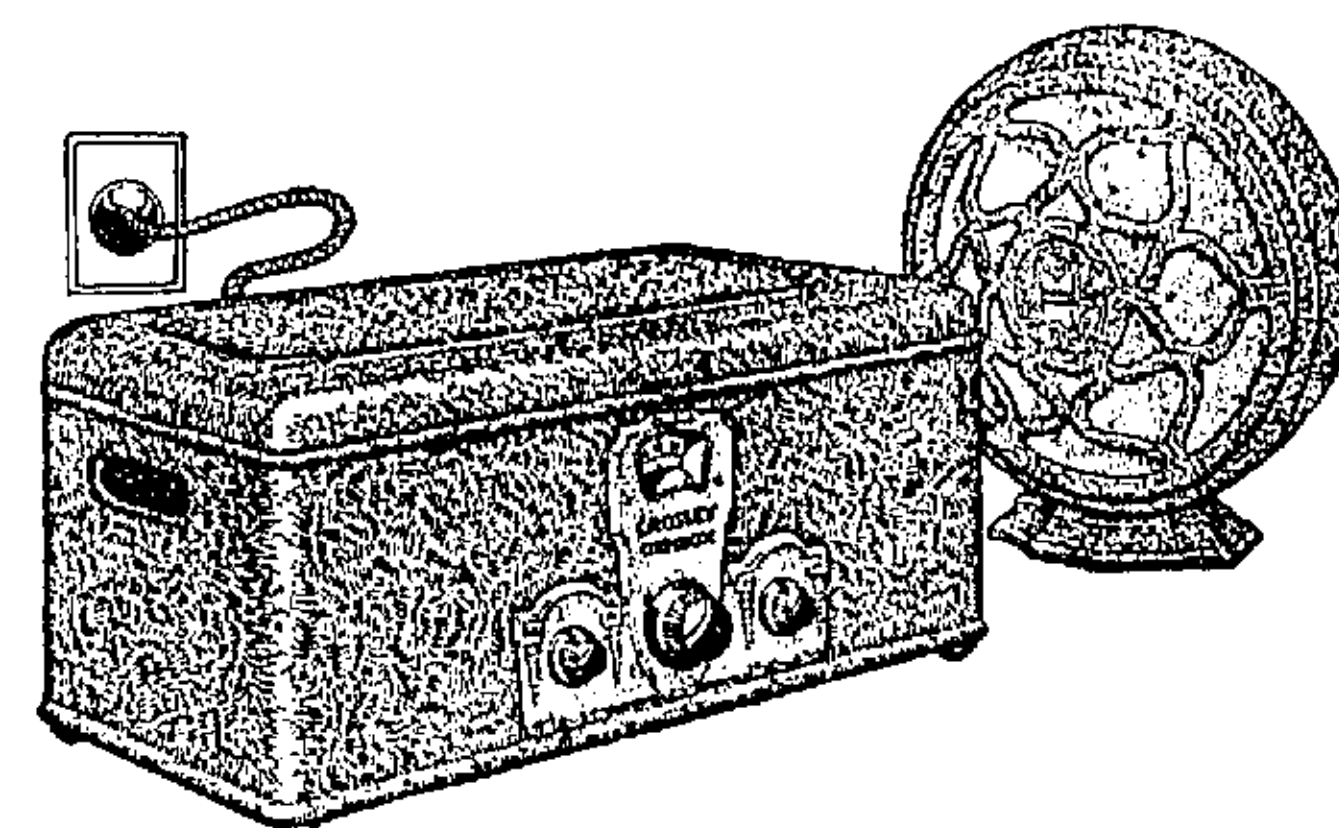
Speed trials over a five-kilometre course, incorporating one difficult corner, were held in mail week on the road between Lutomerisk and Alexandrow (Poland) in connection with the Polish championship. The trials were made from a standing start, and some good speeds were realised. In the three-litre class Edwardstein (Bugatti) covered the distance in 1 min. 57.97-100 secs., an average speed of 152.568 k.p.h., or 94.788 m.p.h., this being the fastest time of the day and a record for the course.



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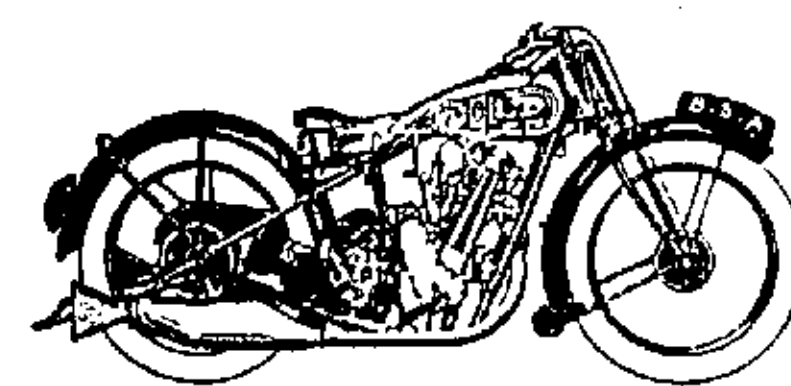
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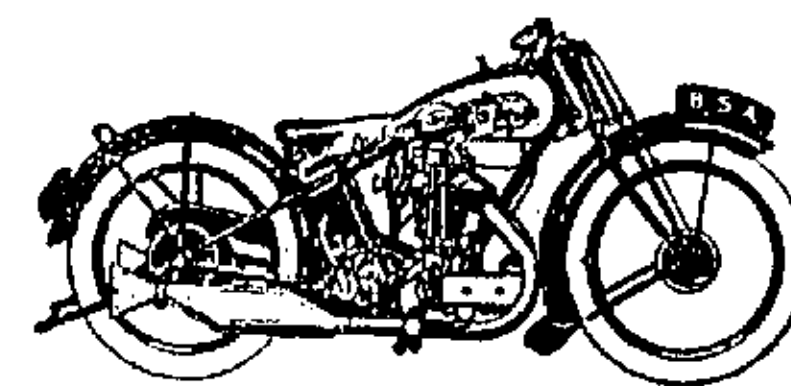
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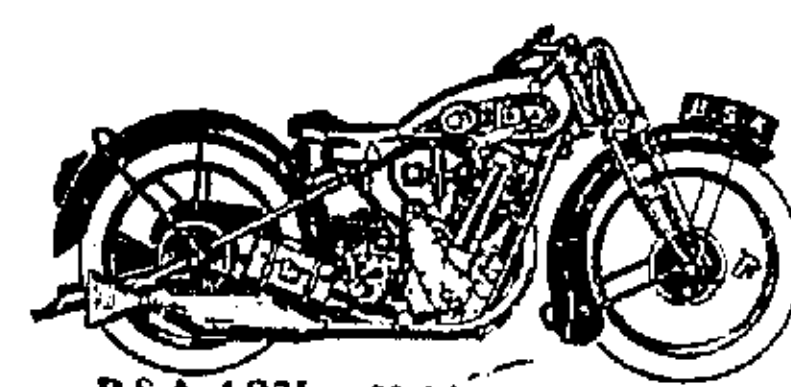
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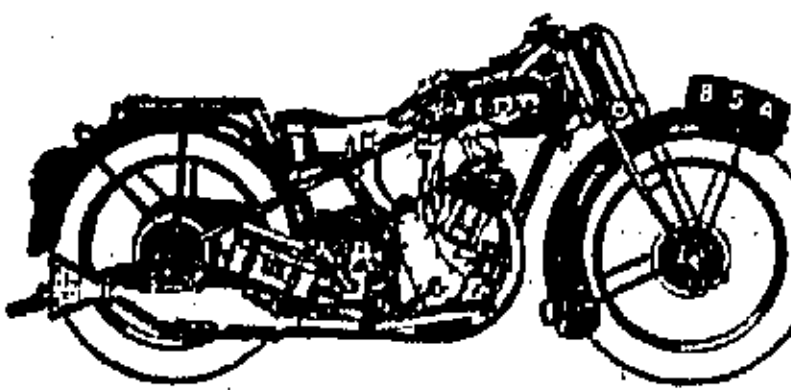
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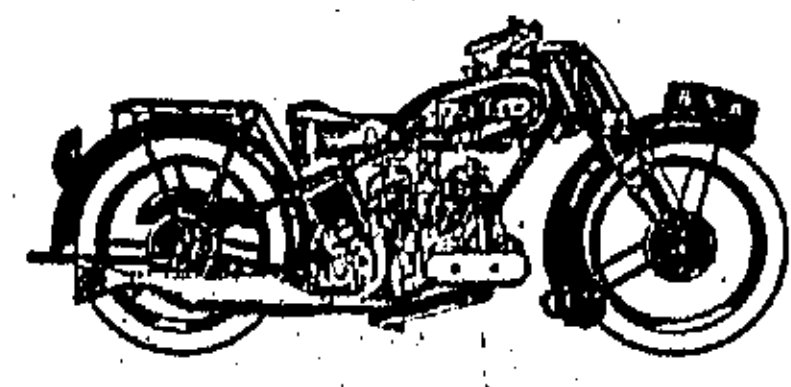
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CAR INSURANCE

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Robert W. Beare writes in a Home paper:

While one knows that there are two perfectly reasonable sides to almost every question, it has not occurred to me that this could be true in regard to the desirability of adequate insurance against all eventualities when motoring until recently I had quite a heated argument on the subject with a friend—who is sane enough otherwise, I believe.

The burden of his song was that the best insurance is unremitting care, his "demonstrandum" that neither he nor I, in the course of more years at the wheel than either of us cares to remember, has had a single accident worth insuring against.

There is no reason, of course, why that should not be the normal experience of the majority of motorists, but the fact remains that when all is said and done luck plays a much greater part in our affairs than we commonly realise.

When We Err

Even if one acts strictly on the counsel of perfection that at all times and in all circumstances one should drive in such a manner that errata or reckless behaviour on the part of other drivers cannot take one by surprise, cases can easily be imagined in which an accident is a sheer act of God.

Apart from that, however, I am quite willing to admit, and so will other drivers of many years' experience, if they are honest, that there have been occasions when I have done some of those things I am very ready to decry in others—sometimes deliberately, sometimes in a moment of mental aberration.

Anyway, a consistently considerate driver is very easily led into such breaches of his usual rule, and if this is so, is it not reasonable to suppose that the most careful man on earth may occasionally be caught napping—not, maybe, in any action on his own part which could cause public danger, but in not being sufficiently prepared for lack of caution in others?

There is no doubt about it: Care is the best insurance against accident, but it is not all-sufficing, and so long as there is the remotest chance that the fact of one's use of a motor-car may cause, even indirectly, loss or injury to others, it is the duty of the motorist who is

not sufficiently wealthy to stand the risk himself to insure against it.

Compulsory Insurance
Overheads are abominable things—the tax, garage fees and insurance are just so much money out of pocket with nothing to show for it. Unfortunately they are inevitable, and I can see no reason to regard the last-named of the three charges as any less inevitable than the other two.

It is true, however, that if one is prepared to back one's care to the extent of insuring against third party risks only, and standing the cost of any damage to the car, a certain amount can be saved. But is it worth it?

Any insurance company will, I think, admit that the principal risk is the third party, and consequently the greater proportion of the premium goes to cover that risk. To a certain extent it is possible to guard against the uncovered eventualities, but one is powerless in the case of a garage fire, for instance, or theft of the car itself. And how many of us are in a position to stand such total loss?

Personally I shall be very glad when compulsory insurance comes into force. It will end all argument on the subject; and in view of the present state of accident statistics it is a protection to which I think the public is entitled. The fact that there is even a single person of the opinion that insurance is unnecessary makes me all the stronger in those views.

AN OBJECTIVE GAINED

Last week was one of the most noteworthy in motor-cycling history, for the Senior T.T. produced one of the finest races since the series began.

The results are worth studying, says "Motor Cycling." The primary object of the T.T. should be to produce British motorcycles that are able to uphold our supremacy in the road-racing events of the world. That goal has surely now been reached.

This year, for the first time, machines have appeared in the island that would stand the punishment inflicted on them by even the dashing of riders over as trying a course as it is possible to imagine. The complaint of the star performer that he could find no mount to stand up to him is a thing of the past. Record after record has gone; speeds have been achieved that would have seemed incredible even a couple of seasons ago. The main objective of the races has been gained.

A SPORTS COUPE

New Departure For Humber

A new departure for Humber, Ltd., is to be found in the "Sports" coupe which has just been announced. The chassis is a 16/60 h.p. six-cylinder, and the price of the car has been fixed at £515, or, with sliding roof, £525.

The new "sports" coupe is of extremely pleasing construction, covered in Zapan Weymann body fabric. A luggage container of ample dimensions is let into the rear of the body, the spare wheel being carried behind it. Triplex glass is used throughout and the sloping windscreen is of the single-piece type. Wire wheels are standardised.

The upholstery is in best quality furniture hide, and the front seats, which are of the adjustable bucket type, tip up to allow easy access to the roomy Phaeton rear seat. Foot wells are provided in the rear compartment, and these extend under the front bucket seats. The standard finish is in black, with a cream waistline and cream wheels, but a limited number of cars will be available in battleship grey, with a black waistline and cream wheels.

NOISE PENALTIES

"The Motor" on the New Regulation

The new regulations, which have been drawn up by the Ministry of Transport, provide motor owners and users with a further opportunity for careful study and add to the other innumerable offences for which penalties may be inflicted states "The Motor."

Already confusion is being occasioned by premature and inaccurate interpretation of a set of regulations which deal with a complicated problem and which are, therefore, guardedly drawn up and carefully qualified, thus leaving the decision of what is an excessive noise to the judgment of the police or other prosecutor and, in the last resort, of the magistrates.

We are told, for instance, that, among other things, "misfiring engines will be illegal." And yet we find that exceptions are made in case of excessive noise due to temporary or accidental causes. Obviously, a misfiring engine is a

BRITAIN'S EXPORTS

Motor Cycles And Cycles

Trade returns issued by the Board of Trade for the year ended December 31, 1928, provide very interesting information with regard to the progress of the British cycle and motor cycle industry.

The total value of exports have expanded to £6,901,800 as compared with the total of £480,681 in respect of imports, so that the British cycle and motor cycle industry provides a credit item in the National balance sheet to the extent of £6,421,119.

It is interesting to compare the value of the export trade in British cycle and motor cycle products with the value of the export trade in motor car and commercial vehicle products, where, in spite of the very greatly increased value per unit, the British motor car and commercial vehicle trade provided a credit item for the National balance sheet of but £1,648,948, as compared with the figure of nearly £6,500,000 for cycle and motor cycle products.

It is interesting in this connection to note what is the real value of such an export trade.

It actually provides for the purchase of non-dutiable imports of food and drink for a period of 5.3 days or taking into account food and drink upon which import duties are payable—for 4.14 days. If other British export industries were able to achieve the same results there could not fail to be a very improved condition in the International trade position.

temporary cause, and would be remedied as soon as possible; but noise would be inevitable for a time.

We can conceive that noise which is due to "any defect in design or construction or lack of repair or faulty adjustment" will give rise to many disputes. "Faulty packing or adjustment of the load" may, perhaps, be less difficult of detection and may lead to the elimination of some of the noises of modern traffic. The main point we would make by way of criticism is that these regulations do not and cannot go far enough because of the fact that they have no bearing upon any but motor traffic, and horse-drawn loads can be noisy, and ill-conditioned tramcars can be infinitely noisier than motor vehicles.

THE OWNER-DRIVER

Hints For Better Performance

Accessibility has always been a motor-car quality upon which the manufacturer was prone to pride himself—with more and more justification as the years rolled on.

Originally, when every motorist who was not professionally connected with the industry was an enthusiast who did not particularly wish the course of true motoring to run smooth, accessibility meant just what the word means—ease of access to all the parts which might need adjustment, repair or replacement for purely mechanical reasons.

But since the owner-driver has entered so largely into the scheme of things, accessibility and simplicity of maintenance have become not mechanical desiderata, but vital necessities.

Two Improvements

And with the advent of Woman as an increasingly serious factor, I really think that manufacturers should ask themselves whether there is any possible improvement or modification which could be embodied in their particular vehicles which would lighten the lot of the owner-driver, and especially of the woman owner.

The reply, I am sure, would be in the affirmative in 100 per cent. of cases. Two points alone might be mentioned—chassis lubrication and brake adjustment.

So far as I know, there is no reason whatever why it should be necessary to crawl round a dozen or so greasers—which, frankly, are not by any means accessible—with a messy grease gun; and equally there is no occasion to have to lie on the ground and squirm beneath the car in order to get at six different brake-adjusting nuts.

Why Cars Are Neglected

Single, central adjustment of the brakes, or at any rate of the main four-wheel brakes, is a perfectly sound system in ordinary use on many cars, and yet with a greater number still it is not possible to perform what should be a simple operation without getting dirty.

Central chassis lubrication, too, is of proven efficiency, and so far as I can see the only possible drawback from the point of view of the maker of popularly-priced cars is that it must add slightly to the cost. And in the meantime, except for the substitution of the grease gun for the old screw-down grease caps—which, incidentally, were not much more difficult to reach or use—the vast majority of cars have not pro-

gressed in this matter since long before the war.

If the complicated system of oil lines necessary to central lubrication is too expensive, or too liable to fracture and damage, surely there is the alternative of leading out the various greasing points to a position where they can be attended to without taking up floor boards, or scrambling under the car?

Quite apart from the enormous advantage to the owner-driver, even this inexpensive and simple system would inevitably result in better car performance. I am sure that not one car in thousands, as at present constructed, receives the care at every point which it really needs; and many, alas, are subjected to almost criminal neglect—simply through the inaccessibility of the greasers.

Brake adjustment and lubrication are the two main points upon which the modern car rather falls down, but there are many other details which need watching from the owner-driver's point of view.

If I Made Cars

Oil filling orifices to the engine, for instance, are often small and awkwardly placed; and because of the acrobatic feat necessary to pour the lubricant into the sump as well as the time occupied in allowing the thick fluid to percolate slowly through a small gauze—not to mention the practical impossibility of preventing the oil from overflowing the choked orifice—engines are normally run below the desirable level.

The means used to gauge the amount of oil as used by the average amateur; and, again, surely something better than an almost ungettable plug can be devised to close the orifice through which the dirty oil should be drained away from the engine every fifteen hundred miles or so?

To go into every detail right through the car in which improvement would be possible in regard to ease and cleanliness of maintenance would require a volume; but I could, necessary, provide a list of many well-known cars showing the main points in which they fall short of perfection.

If I were a manufacturer, says Robert W. Beare, I should be inclined to circularise my customers, asking them to point out any features in the performance, control and maintenance of my vehicles which, in their opinion, could be improved. And I should not be too proud to act upon their advice. They are the people who KNOW!

Packard Production

Packard cars are being produced at a rate of 4,750 per month.

LINCOLN TRAMS

Replaced Now By Buses

Another step in the progress of the motor bus for municipal service is marked by the official scrapping of Lincoln City trams and their replacement by Leyland "Titan" buses, a ceremony which took place recently before a large crowd of interested spectators assembled in St. Benedict's Square, Lincoln, to watch the proceedings. At 3 p.m. the Mayor and Corporation officials took their seats, for their last ride, in a Corporation tram and amidst much cheering, slowly proceeded to the Depot, where they were met by four of the Corporation's latest Leyland "Titan" buses. Here they officially transferred their affections to the more modern method of transport and the new routes were formally opened by these four "Titans," though they had previously been in operation some months.

It is, perhaps, interesting to recall that Lincoln City, which had used trams since 1905, first augmented its tram service by buses in 1920, when 11 single-decked buses were put into service. Though the City was at first regarded as most unsuitable for bus operation on account of the narrow and hilly streets and low arches, the Corporation decided with this venture. Other single-deckers were added to the fleet, but the need for large capacity buses became increasingly obvious.

Up to 1927 the low narrow archways had been considered a definite bar to the use of the double-decker. In that year, however, the advent of the "Titan" and its successful passage through Stonehow put an end to the Corporation's difficulties.

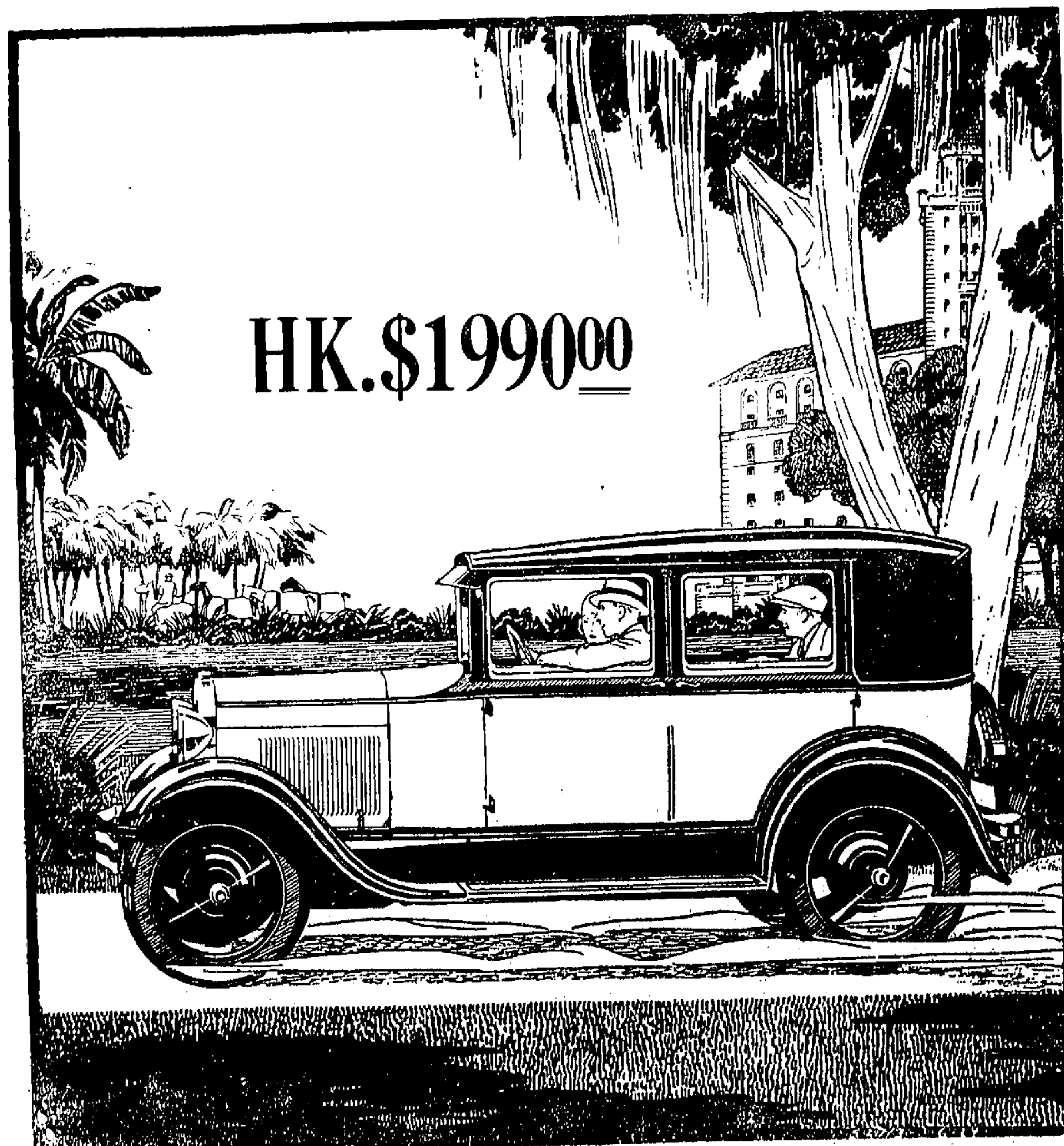
During the last 18 months Lincoln City transport has relied on Leylands exclusively for additions to its fleet, which now includes 10 "Titans" and eight "Lions," with a further four "Lions" on order.

Like Their Own Best

Only 600 cars, it is said, were imported into the United States in 1928.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4641.



You Will Like The Easy Riding Comfort Of The New Fordor Sedan

THE FORDOR SEDAN has a pleasing individuality with a richness of finish and appointments usually associated only with Custom-built bodies.

Interior design and upholstery are excellent in taste and in comfort-giving qualities. The wide deeply cushioned seats which accommodate five passengers are of the lounge style.

Panelling around the doors, arm rests, flexible robe rails and an oval bow light in the rear compartment are other refinements and conveniences.

Request our dealer for a demonstration ride.



Authorized Dealer:

WALLACE HARPER & CO., LTD.

745 NATHAN ROAD, MONGKOK, KOWLOON, HONG KONG.

Telephone, Kowloon 566.

All the features of the new Ford are brought to you in this new Fordor Sedan ... Beautiful low body lines and choice of colours ... quick acceleration ... 55 to 65 miles an hour ... vibration absorbing engine support ... four Houdaille hydraulic two-way shock absorbers ... fully enclosed silent six-brake system ... an added safety feature, Triplex shatterproof glass windshield ... low first cost and economy of operation ... typical Ford reliability and long life.

Ford Motor Company Exports Inc.

SHANGHAI

THE DUNLOP TENNIS BALL

will be used exclusively for the following Championships—

West of England Championship.
Scottish Championships.
Scottish Hard Court Championships.
Irish National and Hard Court Championships.
Austrian Championships.
of Cuba. National Championship of Czechoslovakia.
German Covered Court Championships.
Championships of Hungary.
Western Championships of India.
National Championships of Italy.
Championship of Mexico.
National Championships of New Zealand.
Championships of Poland.
Championships of Warsaw.
Spain—All Official Championships.
Swedish Championships.
Orange Free State, South Africa.

\$10.00
per dozen
in airtight tins.
OBTAINABLE AT ALL STORES.



BRITISH "MOUNTS"

"Something Attempted—Something Done"

The annals of history and fiction contain many instances of the pioneering work successfully carried out in every part of the world by members of the British Race, often in face of tremendous difficulties and against overwhelming odds. Many stirring tales have been woven round the exploits of men like Captain Cook and David Livingstone and the world has time and time again been thrilled in learning of the intrepid manner in which the sons of Britain have won through.

There are some who would believe that with the advent of the later centuries this spirit of adventure no longer exists, but there is not lacking abundant proof to show that this is by no means the case. "Something attempted, something done" is as descriptive a British motto now as it ever was, and in every avocation there are those who are striking fresh trails and reaching heights of achievement hitherto undreamed of.

In former times the intrepid adventurer set out on a prancing steed, now the no less intrepid pioneer chooses as his "mount" the motor vehicle.

Among the amenities of civilisation Motor Transport has in a comparatively short time become of vital necessity. The value of the motor vehicle as an essential factor to the economic and social life and progress of the world in general is constantly being proved.

Despite almost insuperable obstacles the British-made car, lorry and passenger-carrying vehicle has through its sterling qualities secured a foremost place in the motor markets of the world, but perhaps the most convincing proof of the supremacy of British design and workmanship is to be found in the ability of machines to undertake journeys amongst surroundings and under conditions for which no special provision could be made when the vehicles were designed and manufactured.

After all it is a matter for little congratulation for any motor vehicle to give service where adequate roads exist, but the test comes when vehicles designed for ordinary service are required to undertake excursions into areas where formerly no transport facilities existed or where at the best animal transport formed the only means of communication.

It was demonstrated in the War that British vehicles could undertake any difficulties successfully, and could be relied upon to go anywhere in face of whatever obstacles might exist.

No longer can it be urged that British motor vehicles are unsuited for overseas requirements, in view of the proof from every part of the Empire that ordinary standard British production vehicles can undertake, without any mechanical trouble, journeys that in many cases have never before been attempted.

HEAVIER LOADS

One of the most striking tendencies in goods transport by road today is that larger loads are being carried on single vehicles. During the period when surplus war-time lorries were being employed the maximum load was rarely greater than six tons. As the new post-war designs were evolved the petrol-propelled machine was made to carry seven tons without overloading. The steam wagon had a slightly larger capacity.

It is now an everyday occurrence, says "The Commercial Motorist," to find burdens of 15 tons being carried by road on internal combustion-engined chassis of the multi-wheeler type, steam-driven vehicles being capable of the same payload. Increasing use also made of the industrial tractor for hauling weights of the same magnitude. In all three cases the higher maximum speeds now obtainable make it economically possible to send such consignments of goods by road instead of by rail. Formerly the low rate of travel permitted in the traction engines then used made business men look to other transport media. Neither was it economical to split, say, 12 tons into two or three lots and employ so many smaller machines. Long-distance haulage of heavy burdens by commercial motors is today recognised as efficient and reliable. The average size of loads is almost bound to grow because the cost per ton-mile decreases as the capacity of the vehicle increases.

TYRE PRESSURE

South African motorists are being educated to the importance of correct tyre pressure by means of a phrase or slogan "Test Your Tyres On Friday." This is not a happy hazard selection but is based on the fact that most tyres do their hardest work over the week-end and therefore "Friday testing" means longer tyre service, easier steering, better car balance and greater riding comfort.

Pressing on the cover or kicking it is merely guesswork. There is only one way to ascertain accurately the pressure of air in a tyre and that is to bring a tyre gauge into direct contact with the air in the tyre.

The Schrader tyre gauge is recommended by practically every tyre expert and the largest tyre manufacturers in the world are satisfied if their tyres are tested with it.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 8A, Wyndham Street or Phone C. 4641.

GOODS TRANSPORT

And Haulage By Road

The strides which have been made during the past 10 years by the mechanically propelled vehicle in the transport and haulage of goods by road are positively astounding, states "The Commercial Motorist." There is, of course, not quite the same glamour and public popularity with this class of vehicle as is the case with the passenger type, whether it be the motorbus or coach, but the utility side of transport is really of far vaster proportions and involves the employment of seven to eight times the number of machines.

There are many types of passenger vehicle, but in the conveyance of raw materials, manufactured goods, commodities, and particularly heavy loads, such as machinery, boilers, and the like, a far greater variety of transport media is necessary. Consider that individual articles may weigh from a few ounces to many tons, loads may have to be delivered as a whole or in comparatively minute sections and they may be very fragile or as tough as steel.

For many years the normal four-wheeled class of vehicle practically held the field, but comparatively recently, its domination has been seriously challenged by such types as the six-wheeler, and even the eight-wheeler, the tractor-trailer and the tractor-hauling separate trailer. There is no question at present of the four-wheeler disappearing, and, as a matter of fact, in goods transport the variety of goods to be carried is so great that almost every type of vehicle is built to meet some special requirement.

HUPP TRIALS

An Interesting Accessory

Colonel Simkins, late of the T.A.C., showed an interesting accessory of Great Britain, and gave particulars of speed, fuel consumption, acceleration and braking. The New Century Hupmobile Six with a running weight of 32 cwt, attained 66.9 m.p.h. over the flying kilometre, 17.7 m.p.h. up the test hill from a standing start, ran at 5.4 m.p.h. on top gear over half a mile, maintained 61.2 m.p.h. for one hour, and accelerated from rest to 44 m.p.h. in 13.3 sec. and from 10 m.p.h. to 44 m.p.h. in 16.2 sec. The fuel consumption at 20.5 m.p.h. was 23.3 m.p.g., at 40.9 m.p.h. was 17.2 m.p.g., and at 61.1 m.p.h. was 11.1 m.p.g. From a speed of 30 m.p.h. the foot brake stopped the car in 41ft., and both brakes held the car on a gradient of 1 in 4.

A Hupmobile Eight with a running weight of 39 cwt, attained a speed of 75.9 m.p.h. over the kilometre, 19 m.p.h. up the test hill, had a slow running speed of 3.5 m.p.h., and maintained 69.2 m.p.h. for one hour. Acceleration from rest to 50 m.p.h. took 16.2 sec., and from 10 m.p.h. to 50 m.p.h. 20 sec. Fuel consumption at 20.1 m.p.h. was 18.2 m.p.g., at 42.7 m.p.h. was 14.1 m.p.g., and 65.6 m.p.h. was 9.4 m.p.g. The foot brake stopped the car from 30 m.p.h. in 37ft., and both brakes held it on 1 in 4.

A similar car gave speed test figures of 74.4 m.p.h. for the kilometre, 19.2 m.p.h. for the test hill, 3.6 m.p.h. for slow running, and 70.4 m.p.h. for one hour. Acceleration figures were 16.3 sec. from rest to 50 m.p.h., and 22.1 sec. from 10 m.p.h. to 50 m.p.h. The fuel consumption figures were 20.5 m.p.g. at 20.1 m.p.h., 15.4 m.p.g. at 45.7 m.p.h., and 10.3 m.p.g. at 65.4 m.p.h. From 30 m.p.h. the foot brake stopped the car in 39ft., and the hand brake in 104ft.

ALL YOU ENJOY

At A Price You Enjoy Paying

The great new Studebaker Commander Eight offers everything you enjoy in motoring. The beauty of low, graceful curved lines—glistening chromium plating and distinctive new colour combinations that mark to-morrow's mode. The luxurious riding comfort of new ball bearing spring shackles and hydraulic shock absorbers. Performance of the thoroughbred calibre which has won for Studebaker 11 stock car world records and 23 international records.

A specially designed trunk fitted with three cases is mounted at the rear. The front seat, steering wheel and pedals are adjustable to your preference. Two extra wire wheels are locked in front mudguards. The new Commander is available also in six other body types varying from a convertible cabriolet to a family sedan.

You might easily estimate the cost of this new champion Commander Eight much higher than Studebaker's price—nearly a score of shes cost more.

ALL SIZES

The NEW 6-PLY Silvertown Balloon



IN STOCK

Sole Agents:—
THE CHINA MOTOR SUPPLY CO., 28-28a Des Voeux Road C.
Telephones C. 1558 & C. 3532.
Canton Branch:—486, Yat Tak Road, Canton.

FOR SPEED AND RELIABILITY

We have in stock

THE FAMOUS 175 c.c. SUPERSPORT

Holder of 14 World's Records including the 24 hours' average speed of 52 miles per hour.

THE 350 c.c. SUPERSPORT

Last victories:

TOUR DE FRANCE (4453 Km)

1st

FRENCH BOL D'OR

World's Road Record of 24 Hours

Record Beaten of 138 Km.

1st

ALGERIA GRAND PRIX

1st

THE 500 c.c. SUPERSPORT

GRAND PRIX DE FRANCE (Monthery Track)

Won two years in succession 1927, 1928.

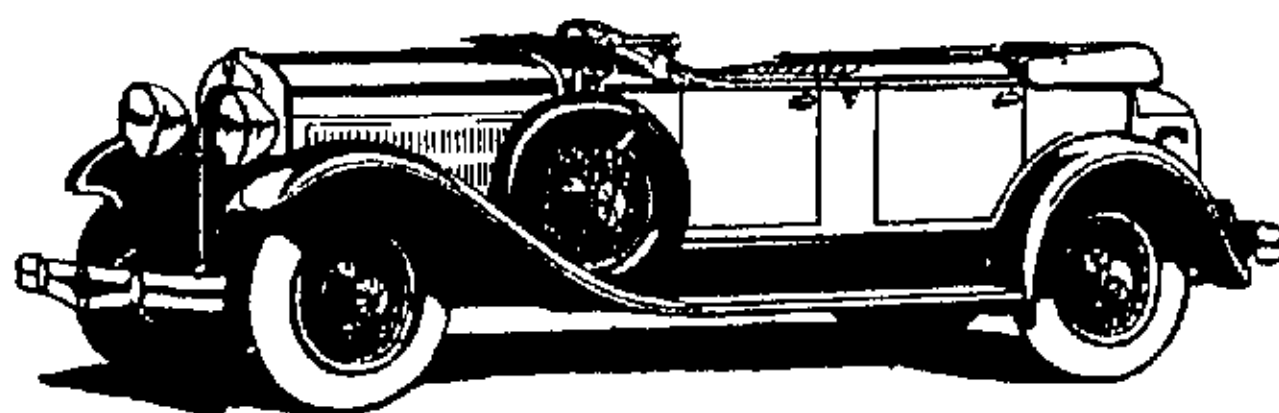
average speed 150 Km.

Easy Payment Plan.

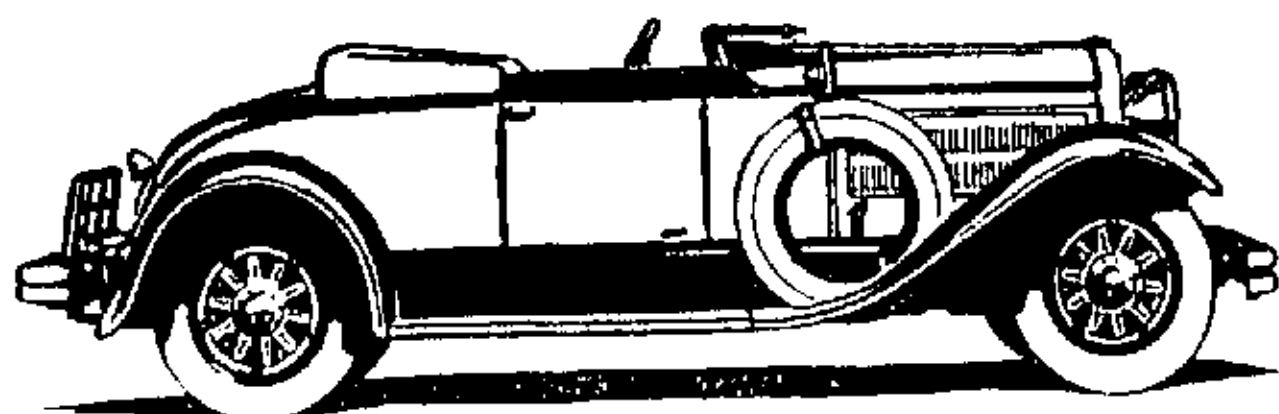
THE FRENCH MOTOR CYCLE CO.

46, Nathan Road, Kowloon.

Popularity Based on Value and Performance



GREATER HUDSON SPORT TOURER



ESSEX ROADSTER

The GREATER HUDSON and ESSEX the Challenger

All motordom enthusiastically approves the beauty, economy and appointments of Essex the Challenger and the Greater Hudson. In thousands of demonstrations, motorists thrill to the speed, performance and stamina of these fine Super-Sixes. They admire the colours, lines and fittings, the weatherproof double-acting 4-wheel brakes and the wide selection of bodies. Thousands are inspecting them, driving them and buying them!

Such popularity is not achieved by chance. It is based upon motordom's recognition of outstanding value and performance. Both Essex the Challenger and the Greater Hudson offer more expensive features than many cars costing far more. Come and inspect these two Super Sixes. See the Greater Hudson with its 14 body styles on 2 chassis lengths and Essex the Challenger with 7 types of bodies. Test them in any way. Then you will understand the reason for the sweeping popularity of these two great cars.

Sole Agents for Hong Kong and South China:

THE CHINA MOTOR SUPPLY CO.

28-28A, DES VOEUX ROAD C.

Telephones C. 1558 & C. 3532.

Canton Branch:—486, Yat Tak Road, Canton.



TURBULENCE

Motorists' Vague Idea of Meaning

The pseudo-expert is always ready to discuss turbulence with those who know less than himself, but actually there are few motorists who have more than a vague idea of what is meant by the term.

A turbulent engine, broadly speaking, is one wherein the gases, at the time of ignition, are in an agitated, or turbulent, state. This condition can be obtained in a number of ways. When the importance of turbulence was first appreciated, some designers attempted to achieve it by creating obstructions in the induction system, so that the gases were spinning when they reached the combustion chamber. In this they were directly opposed to the stream-line school of thought, which aimed at getting as much gas as possible into the cylinder, irrespective of whether or no it was in the best condition for rapid combustion.

It has been proved time and again that turbulence provides increased power—together with economy—since it allows combustion to be

more complete. The most recent way of obtaining it, however, is by the design of the cylinder head, the latest Humber engines providing a good example. In these engines the shape of the combustion chamber is such that as the piston rises, the compressed gas is trapped between the piston and the cylinder head and suddenly impelled into the combustion chamber, so producing the maximum of turbulence just before ignition takes place. The mixture is thus quickly burnt, and there is no tendency towards "pinking" even when the engine is pulling hard at low speeds.

An important factor is the placing of the sparking plug on the exhaust side, so that the flame travels away from the hot exhaust valve towards the piston, which has commenced the downward stroke, thus allowing more space for the remaining portion of the combustion process to take place. Due to the position of the inlet valve, a stream of cool gas is directed on to the exhaust valve during the suction stroke, thus providing a valuable cooling effect.

It is sometimes thought that for an engine to be fast it must have a "fast" timing—i.e., must take a large amount of advance on the ignition. This, however, does

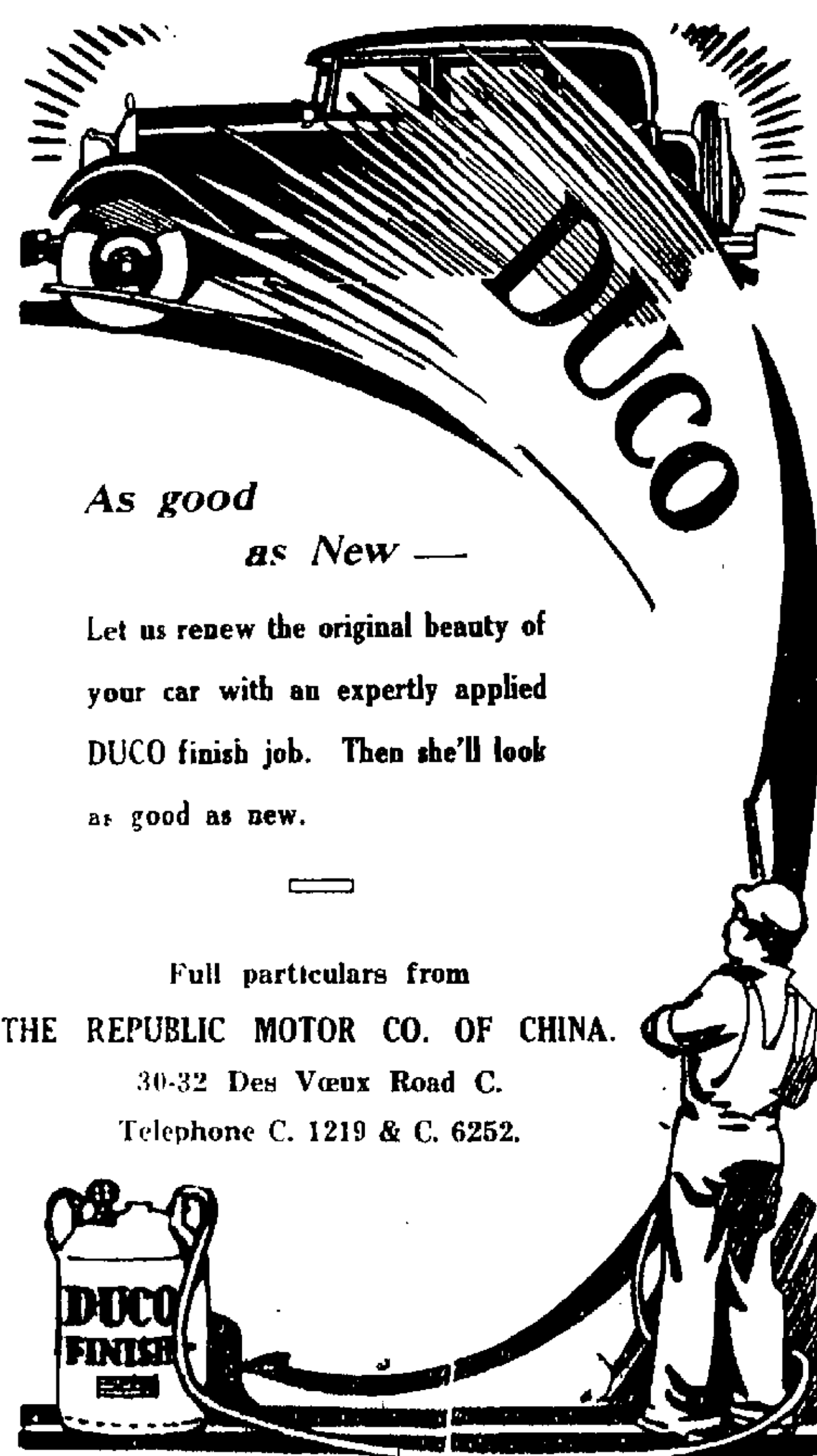
not apply to a modern turbulent engine, for the gases themselves are more readily ignited than those in a non-turbulent engine, and less ignition advance, therefore, is required.

TYRE PRESSURE

South African motorists are being educated to the importance of correct tyre pressure by means of a phrase or slogan "Test Your Tyres On Friday." This is not a happy hazard selection but is based on the fact that most tyres do their hardest work over the week-end and therefore "Friday testing" means longer tyre service, easier steering, better car balance and greater riding comfort.

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The Schrader tyre gauge is recommended by practically every tyre expert and the largest tyre manufacturers in the world are satisfied if their tyres are tested with it.



As good

as New —

Let us renew the original beauty of

your car with an expertly applied

DUCO finish job. Then she'll look

as good as new.

Full particulars from

THE REPUBLIC MOTOR CO. OF CHINA.

30-32 Des Voeux Road C.

Telephone C. 1219 & C. 6252.



A NEW VENUE FOR THE T.T.

One of the least clever features of this year's T.T. was the general absence of entries from abroad. This was thought to be due to, amongst other causes, the fact that the Isle of Man is such a long way from the Continent. It may have struck some people, states "Motor Cycling," how convenient it would be if the Isle of Wight was self-governing like the I.O.M. How handy for our French friends and all the rest of them compared with the long expedition to the Isle of Man.

Some years ago one Norman Davey wrote a highly amusing if mildly indiscreet novel, in which he made the independence of the Isle of Wight his theme, and not the least diverting result of such a state of affairs would be the possibility of holding a road race in the island. One could get a circuit there, small as the place is, of no less than the Manx length, although several towns would have to be included. The yachting people, of course, would not like it, and on the whole motorcyclists would not want an Isle of Wight T.T., but the thought of it introduces all sorts of comic possibilities.

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China B.
FORD—Walla.
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FIRES.
FIRE.
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MICHE.
MILLER.

A TEST FLEET

Biggest 1905 Tyre Contract

A sturdy, right-hand drive Maxima was the forerunner of the great Firestone test fleet which today running on all kinds of roads and under every sort of condition registers hundreds of thousands of miles.

When Mr. Firestone decided to go into the manufacture of pneumatic tires, the factory having theretofore produced only carriage rubber, he realized the need of an automobile on which to try out his new product.

Buys First Car

He went to Tarrytown, N. Y., to a Maxwell car, stopped it, and had it fitted with one of his own tires. The factory then made an initial test on a Cambria home.

Now, in that section had a "no-hassles, carriage" car, which attracted much of the way.

The car used 28 x 3 1/2 smooth tread tires, "mechanical" and the car was put through tests to prove that it could "come off."

The great advantage which Mr. Firestone has in his

PRICES SOARING

Ford Man Returns From United States

Manila, July 26. Over 2,000,000 of the new model Fords have been sold up to date, according to J. S. Reese, manager of the Manila Trading company, who returned yesterday from a 10-month business trip to the United States.

Mr. Reese also asserted that the tendency in the United States at present is for the price of motor cars to go up. A slight rise in the prices of all makes of automobiles is therefore expected soon.

Mr. Reese spent most of his time in New York, making periodical trips to the Ford factory in Detroit.

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FOR NEW ZEALAND

Striking Rise in Imports

Striking increases in the importation of motor vehicles into New Zealand followed the improvement in 1928, of the industrial position of the Dominion.

Compared with 1927, the imports of motor-cars were rather more than 50 per cent higher than those of the previous twelve months. The comparative totals are:

	1927.	1928.
Number	10,871	16,504
Value	£1,663,266	£2,336,299

The United Kingdom manufacturers did not share in the increase to the extent of makers in Canada and the United States. Imports from Britain increased only by about 11 per cent.

Where Britain Lags

With the general marked return to prosperity after a period of depression, motor-car imports into New Zealand during 1928 showed a phenomenal rise. They increased in numbers from 10,871 in 1927 to 16,504, and in value to £2,336,299, as compared with £1,663,266, imports of commercial vehicles were £22,722, compared with £372,270 in 1927. Of motor-car imports those from Canada and the United States accounted for 83 1/2 per cent of the total sales.

The United Kingdom's share of the business is distinctly disappointing, for the increase from 1927 motor cars in 1928 was only 11 per cent, compared with a total increase of 52 per cent. The commercial figures were similar, Great Britain's share being about 18 per cent in point of numbers each year, at an average value of £1,000, compared with Canada's average of £2,000 and the United States £1,750.

On a basis of value Great Britain's share decreased from 26 1/2 per cent for cars and 30 per cent for trucks in 1927 to 20 per cent and 30 per cent respectively. The slight drop in the motor cycle, for the number of British machines exported was 2,298, and American 1,000, the British lead in increasing on similar annual totals.

Order of Makes

Chevrolet headed the list of registrations for 1928 with 2,341, an increase of 35 per cent. Ford, which was off the market for more than half the year, was next with 2,013, a decrease of 30 cars. Essex increased 19 per cent to 1,813, Chrysler in 1928 92 per cent to 1,480, and fifth on the list was the British Austin, which showed a wonderful increase of 100 per cent to 1,198. Whippet and Dodge followed, and then came Morris with 631, showing an increase of only 1 per cent. This was more than accounted for by fairly heavy imports of used Morris cars. Austin is the only British car making any progress on the market, but as 60 per cent of these sales are in the 7 hp model American cars hardly feel the competition.

Production of the Dominion's primary products has been distinctly good during the past season and 1929 has opened with excellent prospects for good motor-car business, according to leading authorities in the trade. The difficulty of the British agencies has been to get supplies from the factories. The Morris Minor and Six models were not available for sale at the end of February, and deliveries of small Austins were several weeks behind orders.

Following December's record sales, motor-car registrations in New Zealand in January dropped to 1,550, and for the first time a British car was second on the list. The registrations were:

Ford	261
Austin	195
Chevrolet	162
Essex	115
Plymouth	115
Dodge	77
Whippet	72
Chrysler	47
Pontiac	46
Rugby	46
Nash	46
Buick	40
Morris	38
de Soto	34
Hudson	31

Other English:

Armstrong Siddeley	1
Bean	1
Citroen	1
Hillman	6
Humber	1
Singer	13
Standard	2
Talbot	1
Swift	1
Wolseley	1
Vauxhall	5
Triumph	1

Commercial vehicle registrations in New Zealand in January num-

UNUSUAL TESTS

Complete Circuit of Holland

Highest honours in one of the most unusual and thorough-going tests for motor vehicles to be held in Europe this year were won by three stock model Studebaker cars in the annual Dutch "Eleven Province Capitals Reliability Trial." The trio of Studebaker was awarded a silver cup, highest award for automobiles, for being the only "team" to complete the 750-mile test without penalty. In addition to the team prize, drivers of the Commander Roadster, Director Sedan and Erskine Sedan each received the "E.P.H.R." gold medal and silver medal for excellent performance.

The Province Capitals Reliability Trial received its name from the route followed, which leads through the capital of each province in Holland to make a complete circuit of the country. The test was timed and supervised by the Motor-Club "De Baroni" of Breda.

The trial started on April 26, with 114 automobiles and motor-cycles leaving Breda between 6 and 7.30 a.m. The route to be covered was divided into six stages, covering approximately 750 miles, and led through Middelburg, The Hague, Haarlem, Utrecht, Zwolle, Leeuwarden, Groningen, Assen, Arnhem, Maastricht and Hertogenbosch, province capitals. Competitors were required to maintain an average speed of 25 m.p.h. for the entire distance, which was made extremely difficult by the large number of hills and sharp turns encountered on several stages of the run.

Contestants began to arrive in Breda late in the afternoon on the following day. At 6 o'clock, the trial was set for the trial, only 69 of the 114 entrants had completed the test. The winning Studebakers completed in a field of eight American and five European makes of automobiles.

CAR FOR THE POPE

Selection of a Fiat

The recent historic settlement of the Roman question having brought to an end the Pope's voluntary confinement within the precincts of the Vatican, the Fiat Company has offered to His Holiness a six cylinder car fitted with a special limousine body, which will constitute the habitual means of transportation of the head of the Roman Catholic Church.

The chassis is a Model 525. The body, which has been specially constructed and is a very fine example of the coach builder's art, is a six-wheeler enclosed limousine. The two forward seats are in black leather. The interior comprises two seats facing forwards, the right-hand one being for His Holiness, and two folding seats facing rearwards. The upholstery is in velvet, two shades of dark red being used, with crimson silk trimmings specially woven in Venice. All the metal fittings, such as door handles and window controls, are artistically fashioned and gilded. Inside the car is a gold medal of St. Christopher, patron saint of travellers, this, as well as the Papal Arms on the panels having been made in Rome and constituting very fine examples of the goldsmith's art.

WHEN FIRST WON'T GO IN

Two things bother novices and experienced drivers alike more than a sticky clutch, which causes the first gear to be engaged only by brute force and with a grating noise from the gearbox. The proper course is to ascertain why the clutch does not free and to adopt the obvious remedy, but in some cases the clutch appears to be quite in order, and in that case the reason may be ascribed to an inherent stickiness of the material with which the clutch plates are lined.

If any motorists are bothered with this particular trouble, they will find the following an excellent remedy, says "The Light Car and Cyclecar." With clutch fully depressed just as the accelerator smartly two or three times. Pause a couple of seconds and then snick the gear lever into first. The procedure described causes the floating plate to disengage from the driving members owing to its own inertia.

THE NAKED TRUTH

"Does your fiancée know much about automobiles?" "Heavens, no! She asked me if I cooled my car by stripping the gears." — "Contact." in "The Motor."

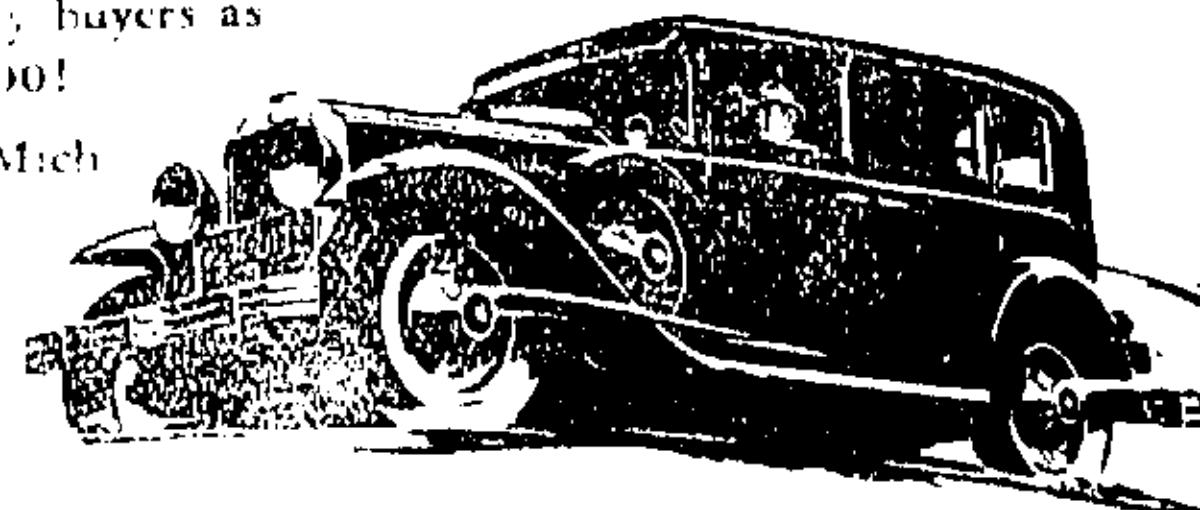
bered 295, and included: Chevrolet 91, Ford 83, International 30, Morris 5, Thornycroft 5, Dennis 3, A.E.C., Bean, and Leyland 1 each.

Get behind the wheel and get the facts!

Do as thousands of motorists are doing, test Buick against any other car, learn the full extent of its leadership, then you, too, will buy a Buick.

Come into our showroom today! Arrange to make the test of Buick's thrilling getaway, swiftness, power, smoothness and flexibility. Find out for yourself why Buick was more than twice as many buyers as any other car priced above \$1200!

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NEW HIGH RECORD

Stearns-Knight Sales

With June sales and production continuing at the new high pace set during the spring months, officials of the Stearns-Knight Sales Corporation of Cleveland, manufacturers of Stearns-Knight automobiles are confident that the company will break all previous records for the first half of the year. Announcement in May that sales of Stearns-Knight cars during the first four months of this year more than doubled actual shipments during the corresponding period of last year is given added significance by the fact that sales during

May broke any previous record and that the first two weeks of June pushed the peak higher. Analyzing the factors back of the record demand for its cars, officials of the company pointed to the widespread service and sales facilities of the Willys-Knight organization which are available to Stearns-Knight owners and the fact that the Stearns-Knight stylish models are available in both the eight and six-cylinder classes. Back of this, too, is the fact that the Stearns-Knight does not bring out drastic changes in its models every year but is one of the few manufacturers in the field which continues its principal lines from year to year with minor changes and refinements, officials said. These cars contain many ap-

pointments and an individuality which the so-called "mass producers" of automobiles cannot attain in their volume output, experts in the trade point out. Along with the greater buying of the standard models in both the six and eight cylinder classes, there has been an aggressive demand for the custom built jobs which created enthusiastic comment at the domestic and foreign salons. Most of these were built by Brunn and Judkins and surpassed in beauty and striking contrast, anything offered by American or foreign designers. Avoid sudden starting and stopping if forced to drive on a flat tyre for any distances. This will prevent complete destruction of the tyre.

BUYERS' GUIDE

MOTOR CARS

1. HONGKONG HOTEL GARAGE, Queen's Road, C. 4759.
2. THE ASIAN MOTOR CAR CO., Ltd., 33, Des Voeux Rd. C. 1216 & 6252.
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MOTOR TRUCKS AND TRACTORS.

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MOTOR CYCLES

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TYRES AND ACCESSORIES.

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Hongkong Sunday Herald.

號四月七年九十二百九千一英 HONG KONG, SUNDAY, AUGUST 4, 1929. 日九廿月六巳己國華中

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PLACE IN THE SUN

Self-Denial During the Holidays

A LOCAL APPEAL.

A correspondent writes:
After the first few days of school holidays here are many children who get restless and do not know what to do to fill in the time. How nice it would be if they helped themselves. "Home Chat" of July 6, 1929, made an appeal to its readers for the Little Folks' Home at Bexhill. The home house, 26 little East-End convalescents. More could enjoy the sunshine if money was sent. It costs \$500 for a permanent endowment of a cot. How lucky we would all feel if we could raise the sum needed.
Many here have read of the "Playbox" in "Home Chat". For \$30 annually, you can have a nice brass plate over it with "Playbox Cot" on it.
Now, girls and boys, what about it? You could make things during the holidays which could be sold when they were over. You could also do without so many sweets, toys, books, and all things that you so much like. I do not that you should give up everything, but just have less than you would like and think of the dear little children whom you are going to help by giving the money you would have spent even if it is only a few cents at a time. They will very soon become dollars and dollars can be changed into pounds.
Parents can also help. A little self-denial would help the good cause. Many cents are thrown away during the holidays that money is asked for a money box stationed in each home would add to the funds. Relations and friends should all be asked to contribute.
The "Sunday Herald" will, I am sure, take care of your contributions and when all are collected forward them to London.
The Appeal At Home?
The article in "Home Chat" is as follows:
There is a poster which shows a ragged child from the East End of London shouting with delight when he sees grass. I doubted whether in these days of cheap transport this was true to life. But as I travelled down to Bexhill the other day I was promised the sight of children who had seen grass for the first time this summer.
They were children who had been taken as convalescents from the Queen's Hospital for Children in the East End of London to the Little Folks' Home, Little Common, Bexhill, which hospital and home can boast as president H.R.H. the Duke of York, and appropriately for a home in Sussex, Sheila Kaye-Smith as a member of the committee.
The home gave me an impression of shiningness. The place was as clean as a new pin, the sister in charge radiated cheer, the children just beamed and beamed. They were, but not too shy to smile. Their playroom has windows to the floor on two sides through which we could see a grassy hillside crowned with gorse. How these little East-Enders love that hill. But so few can enjoy it. At present there is only room at the home for thirty-six little East-End convalescents. Each child is kept there breathing in sunshine for the body and sunshine for the mind, for fifty days at least, and where convalescence is slow, for as long as they need to stay. So the number of children transplanted to this place in the sun is limited. It is a question of funds, of course. It struck me as I looked at those bright little faces, and I thought of the stifling atmosphere of the East End of London, that you might be interested.
Everywhere I go, people tell me that they started "Home Chat" as children because of the "Playbox". The "Playbox" for thirty-four years has been a delight to thousands of youngsters.
Wouldn't it be fun to subscribe to a Playbox Cot in memory of your own childhood for the Little Folks' Home at Bexhill? The permanent endowment of a cot costs \$500, but a cot can have a nice brass plate over it with "Playbox Cot" on it, similar to the one in the photograph, for an annual subscription of \$30. Only thirty pounds—suppose every

LABOUR TROUBLE

Most Serious Crisis Since General Strike

MISS BONDFIELD'S VIEWS
Stoppage of Lancashire Cotton Mills
London, Yesterday.
The Master Spinners' Federation have appointed a special committee for the purpose of securing a general reduction in the finishing charges, which means that the bleaching, dyeing, printing and packing trades are asked to modify their charges so as to bring the price of cotton goods down 13,000 More "Out".
The most serious labour crisis since the General Strike, namely, the stoppage of the Lancashire cotton mills, which has now lasted a week, shows no signs of settlement, thirteen thousand more cotton workers are affected by to-day's expiration of wage reduction notices by the Cotton Waste Spinners' Manufacturers' Association.
Several Nottingham have manufacturers have placed big orders for cotton yarn abroad.
Miss Margaret Bondfield, Minister of Labour, in a statement to the Press, said she was convinced that the unemployment and insurance machine was faulty, both in mechanism and working, so she intended to introduce a new bill.
Reuter.

GARDENER FINED

Stole A Kerosene Oil Stove

"HARD UP?"

A Chinese, described as a gardener in the employment of the Asiatic Petroleum Co. (S. C.) Ltd., was yesterday morning at the Kowloon Magistrate before Mr. T. S. Whyte-Smith, charged with the theft of a kerosene oil stove, the property of a workman at the Holt's Wharf, Kowloon.
The complainant said that he had been friends with defendant for several years, but on Friday night they quarrelled, so he told defendant to leave his premises at Holt's Wharf. But defendant insisted on returning, and did so, stealing the kerosene stove.
Divisional Inspector R.A. Marks, Yaumati Police Station, in outlining the case, said that defendant was arrested at 7.30 p.m. on Friday in Shanghai Street by a detective on patrol there.
"You Have A Good Job"
When brought to the station defendant said that a friend (complainant) had given the stove to him. Complainant denied this.
Asked why he stole the stove defendant answered that he was "hard up" and wanted some money to buy some food.
His Worship: "But why should you want money to get food, you have a good job as gardener to the manager of the A.P.C."?
Defendant did not reply.
His Worship: "How long were you employed as a gardener?"
Defendant: "One month."
His Worship: "What is the value of the stove?"
Inspector Marks: "Five dollars, your Worship."
His Worship: Fined five dollars or eight days hard labour.

BANISHEE'S RETURN

To "Exhume Father's Remains"

For returning after being banished for ten years in 1924, a Chinese was yesterday morning, at the Kowloon Magistrate, sentenced to eight months' hard labour.
Defendant pleaded that he returned to "exhume the remains of his father."
reader gave a penny for each year she has known "Home Chat". I'm sure we should soon get a good deal more than \$30. And suppose each reader promised to send as many pennies next year! In that way the Playbox Cot would be established for good and all.
Will you do this? Surely, surely, we can get \$500 together or \$30 annually. I will acknowledge every subscription in the "Playbox" in "Home Chat" and don't be afraid of sending odd pennies. Post your pennies in stamps, or pence in cheques and postal orders crossed, to "The Playbox Cot", "Home Chat", The Fleetway House, Farringdon-street, London, E.C.4.

DOLLAR DIRECTORY GETTING TOGETHER

Publishers Defrauded by Canvasser

LENIENCY FROM COURT

B. J. Carnell who was one time canvasser for the Dollar Directory appeared before Mr. T. M. Hazlerigg, M.C., at the Central Magistrate's Court on Friday morning on charges of fraudulent conversion of money belonging to the Dollar Directory Company to his own use.
The facts as outlined by Inspector Shannon were that the accused had come to the Colony in June, 1928, as a representative for a patent medicine establishment. The firm that he represented went into bankruptcy, and after the accused joined the Dollar Directory Company as a canvasser. He left after some time without returning the advertising contract forms and a book of receipt forms to the Company.
To one specific charge of receiving \$18 from an advertiser, to whom he gave a receipt in the name of "R. A. Smith," and which sum he had not returned to his employers, accused pleaded guilty.
Insp. Shannon told the Court that there were other charges involving different amounts to be preferred against the accused.
Carnell then made a statement admitting that he had defrauded the Company of a total sum of \$75. He also said that he was now representing another patent medicine company, and that his salary was \$300 a month plus commission.
The Magistrate said that he would make a lenient view of the case, it being the accused's first offence and that he did not desire to make a criminal of him.
Carnell was accordingly bound over in his own personal bond of \$250 to be of good behaviour for 12 months and to appear up for sentence if called upon. He was also ordered to refund the sum of \$75 to the Dollar Directory Company within two months.

CAR SMASH

(Continued from Page 1.)

Over the Half Line
Mr. Hamilton: You are definitely prepared to swear that some of defendant's car was over the half line?—Yes, from one-third to one-quarter of it.
Mr. Lo: The bend is sharper than it appears on the chart his Worship drew?—It is not a quick bend.
I am not suggesting that it is a hairpin bend, but it is sharper than on the chart. Not so easy?—Yes.
I suggest to you that it is harder to judge the relative positions of two moving objects on a bend than on the straight?—May I put it another way, Mr. Lo?
Magistrate: Why not agree with him or disagree?
Mr. Lo: That's very cheerful. I am prepared to have it either way from you, Mr. MacKichan.
Mr. MacKichan: I am not prepared to say "yes" or "no."
Mr. Lo: That's fair enough, thank you.
Answering another question, Mr. MacKichan said defendant hadn't time to swerve to his side of the road and avoid an accident.
Mr. Lo: Coming to the speed at which you said you were travelling, do you seriously suggest that you were going at 12 to 14 miles?—You can go faster.
No Crawling!
That is not the point. I do more than that myself on that road. I would not think to crawl down at that slow speed. What I ask is do you suggest that you actually crawled down that road?—We had to slow down at a previous hairpin bend.
Pressed on the point, Mr. MacKichan allowed that his car might have been going at 15 miles per hour, but he estimated it at the time at 13 to 14.
You estimated it sitting back comfortably in the rear seat!
Referring to the straight scratch along the edge of the running board of Mr. MacKichan's car, Mr. Lo suggested that the impact was a glancing blow and not a head-on collision.
Mr. MacKichan disagreed. He said defendant's left wheel hit his right first at a slight angle. It must have been a headlong collision in the first place because his mudguard was damaged and the steering gear snapped.
Mr. Hamilton: I gather that there was a glancing blow first, at a slight angle. The defendant's car was then straightened out by the impact and carried on.
Mr. Lo (referring to the snapping of the steering gear): You infer, Mr. MacKichan, that the collision was a heavy one by the breaking of the steering gear, but is not a steering gear a very de-

AGREEMENT TOWARDS PEACE?

Resumption of Trans-Siberian Line "Virtually Agreed"

Tokyo, Yesterday.
From Harbin (in Manchuria) it is learned that M. Melnikov, hitherto the Soviet Consul-General at Harbin, crossed the border from Siberia into Manchuria on the night of August 2.
He subsequently conferred with Mr. Tsai Yun-sheng, the Chinese Commissioner of Foreign Affairs at Harbin.
This conference took place at Manchuli, which is just inside Chinese territory, aboard a train heavily guarded by Chinese troops.
This is the third of a series of parleys at the border which began on July 30. It is understood that a virtual agreement has been reached to withdraw the troops on both sides, as a guarantee of peace, and also to resume early the international trains along the Chinese Eastern Railway.—Reuter.
Trouble on River
Harbin, Yesterday.
Chinese officials here allege that two Chinese passengers were killed and two wounded when Soviet troops opened fire on a Chinese steamer on the Amur River. The vessel was seized by the Russians.—Reuter.
[The Amur River is partly navigable and in places constitutes the boundary between Manchuria and Siberia. The Chinese holding one bank and the Soviet the opposite. Two or three other "incidents" in connection with Chinese shipping on the Amur have occurred since the crisis.]

licite instrument that would "go" at the slightest touch? One of the rods was snapped right through, so it must have been a pretty severe blow.
After the accident, your car was some distance from its left side of the road? My car was knocked back. The front wheels went out about two feet, but the rear of the car was close to the side.
A Hopeless Witness
Mr. MacKichan's driver was next called. He said that there was a collision but he did not know how it happened. He could not even suggest how it happened.
Mr. Hamilton: A hopeless witness. Hardly of any use. Do you want to have a try at him, Mr. Lo?
Mr. Lo: I have no questions. I am rather pleased with his evidence.
The next witness was Traffic Sergeant Melness. He said that he measured the road after the accident, and its width was 20 feet. He did not measure either car. There was ample space on the road for two cars to pass. Witness saw Mr. MacKichan's car on the road. It was pointing east. The back wheels were in the channel which was flush with the road, and the front wheels were over two feet from the side of the road. With Mr. MacKichan's car in that position, there was plenty of room for another car to pass it.
In the witness's opinion the point of collision must have been "outside wheel to outside wheel" at a slight angle. He came to this conclusion after examining the two cars.
Mr. Lo had no questions, and the case for the prosecution closed.
Mr. Hamilton pointed out that from the evidence the whole thing boiled down to this: If Mr. MacKichan's car was on the left side of the road, and if his car was the car that was struck, then defendant had a case to answer. It seemed to him from the evidence that this was so, and therefore it was for the defence to examine to find out how the accident happened.

DUTCH POLITICS

Failure To Form An Administration

The Hague, Yesterday.
Count Ruys Van Beerenbroeck has failed in his attempt to form an administration from the Right Parties.—Reuter.
time he had met with such an objection, Mr. Hamilton instructed the usher to fetch the Roman Catholic Bible from the second Court.
The usher returned with one with a big white cross on it.
After examining it Mr. Hamilton said: This is a volume of Hebrew scripture of the Old Testament! I had always thought it was a Catholic Bible!
In view of defendant's scruples, Mr. Hamilton said that there was nothing for it but to adjourn the case.
Mr. Lo suggested that defendant could be declared, but Mr. Hamilton said that the proper form of oath for a Christian was on a Bible. He suggested continuing the case on Monday.
One of Rare Fruits
Mr. Lo (referring to the fact that Monday is a Bank Holiday): With all respect to the Court, if the case is going to continue on Monday, I won't be here. It is one of the rare fruits of our profession which one likes to enjoy! Mr. Hamilton: I don't get it! Mr. Lo: Then, if I may say so, your Worship have our sympathies!
His Worship then decided to continue the case at 12.15 p.m. on Friday next, remarking that in the meantime he must get a Roman Catholic Bible.
Mr. Lo: I think defendant will bring one on Friday, to prevent further accidents!
Mr. Hamilton: I shall be obliged if he would.
(Continued on Next Column.)

A MUSICAL TREAT

Capital Concert at K.F.C. Grounds

"A BIT OF WAKIKI"

The Kowloon Football Club's open air concert was held last night, thanks to Jupiter Pluvius, and seldom has a concert on a Saturday night been so well attended. There could not have been fewer than 800 persons present and additional chairs and benches had to be commissioned for the late comers.
The concert was held on the tennis lawns where a miniature stage was erected. The setting was ideal, flags, bunting and coloured electric lights making up the decoration. The Committee of the Club had left nothing undone to give the audience their money's worth. The cream of Hong Kong's musical talent was requisitioned, and all gave of their best.
There were Mrs. Cairns, Mr. McE. Keown and Mrs. Lambs to look after the vocal part of the programme, and their sweet contralto and rich baritone voices were enthusiastically applauded.
Mirth and humour were provided by Mr. V. C. Labrum, Mr. A. L. Jeeves and a "Very Reverend Gentleman" who rejoiced in the name of Mr. O. B. Good, but notwithstanding his nom de plume, the audience knew who he was.
Then there was the Brunswick Band consisting of Mr. Sequeira and his seven sons. All playing on brass instruments, they were responsible for the overtures. It is understood that the Brunswick Band will shortly be heard on Brunswick records.
What might be considered the outstanding item on the programme was the capital performance given by the Aloha Serenaders. A band of local Portuguese boys, they must be given the credit for bringing a bit of the Wakiki Beach to Hong Kong.
Numerous stars twinkling above, the hushed murmur of the gentle water in the harbour, and dreamy Hawaiian music from ukuleles and steel guitars played by the serenaders, could not help but revive memories of pleasant nights spent on the Wakiki Beach.
This band of talented artists, not only play Hawaiian music on instruments, but they can also sing as only a Kanaka can. They certainly deserved the applause and encores given to them.
On the whole the concert was a great success and if one is allowed to express an opinion, Kowloon residents will be pleased to have more musical treats of the same high standard.

CUSTODY OF CHILD

Amendments to Hong Kong Ordinance

"OFFENCE AGAINST PERSON"

Legislation in the form of amendments to one of the older laws of the Colony of Hong Kong is proposed in connection with the custody of children and an offence against person.
The Hon. Sir Joseph Kemp, C.B.E., K.C., gives notice in the "Gazette" of his intention to introduce at the next meeting of the Legislative Council a Bill for this purpose.
Section 45 of the Offence against the Person Ordinance, 1865, Ordinance No. 2 of 1865, makes it an offence to take away a child under fourteen, by force or fraud, with intent to deprive any parent, guardian, or other person having the lawful care or charge of the child or of the possession of such child.
The Mui Tsai
In cases where a mui tsai has been enticed away from her employer, and where the authorities have been satisfied that the motive of the kidnapper was not a benevolent one but the desire of gain, the prosecution have sometimes been met by the argument that the section does not apply because the mistress of a mui tsai cannot be considered as having the lawful care or charge of the child. The Government has been advised that this argument is not sound, and that, though the employer of a mui tsai has no right whatever of retaining possession of the girl as against the girl's parents, yet her care and charge of the child is not unlawful and may be treated as a lawful care and charge for the purpose of proceeding against the kidnapper.
A Good Defence.
No apprehension is felt by the Government that the courts would hold the above defence to be a good one, but there appears to be an impression abroad that the defence is a good one, and some officers may be under the impression that it would be useless to prosecute in such a case.
The position is much the same with regard to adopted children. In order to dissipate this impression, and also to place the legal position beyond all possible doubt, it has been decided to amend the section so as to make the point clear. Accordingly, paragraph (e) of section 2 of the new Ordinance provides that for the purpose of proceeding against the kidnapper, the adoptive parent of a child under fourteen and the employer of a child under fourteen, including the employer of a mui tsai under that age, shall be deemed to have the lawful care and charge of the child.
(Continued on next Column.)

"REDS" IN SHAMEEN?

Two Russians And A Chinese

CANTON CITY "TOO HOT"

Alleged to Have Directed Leaflet Propaganda
Two foreigners, believed to be Russians, and a Chinese who are suspected to have secreted themselves in Shameen (comprising the British and French Concessions in Canton) are being sought by the Police of more than one city.
On Friday, detectives of the Canton Public Peace Department co-operated with the British police of Shameen (on the invitation of the Concession authorities) in a close search for these three suspects, but the fugitives had flown.
Close Watch Kept
They are suspected of having taken a leading part in the distribution of Communist literature in Shameen on August 1, in addition to being prominent members of the Red organisation in Kwangtung, whose appearances in the limelight are so very rare.
Police opinion is that Canton city was found to be too "hot" for even a temporary stay, hence the preference for Shameen. The trio were traced to addresses which were visited by strong detachments of armed officers but nothing transpired. Police agents in neighbouring ports have been asked, however, to keep a close watch.
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"GRAF ZEPPELIN"

Wireless Communication With U.S.A.

SOUTH OF THE AZORES

Chasabera, Friday.
At 12.30 this afternoon a wireless message from the "Graf Zeppelin" was received on station that the airship was 650 miles west of Gibraltar and that "all is well."—Reuter.
"Going strong"
New York, Friday.
The "Graf Zeppelin" was reported at 9 p.m. (Greenwich mean time) to have passed San Juan, Azores, and "going strong."
The Atlantic weather reports are good.
Communication With U.S.A.
Washington, Yesterday.
The Graf Zeppelin has established direct wireless communication with the United States. She at 7.05 p.m. (Washington time) was 90 miles to the south of Porto in the Azores. Reuter's American Service.
deemed to have had the best of care or charge of the child.
"Force or Fraud"
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